

THE INTERNATIONAL
Teamster

NOVEMBER 1953



EASTERN CONFERENCE FORMED

*General President DAVE BECK on steps of
Nation's Capitol with New Conference Chairman,
EDWARD CRUMBOCK*

Remembering **T**hanksgiving

FEEL the frosty air and the cold wind. Can you see the bare trees against the gray November sky? The corn stubble, bent and brown in the fields? The far-off jangle of a cow bell in the autumn air? The sound of ax against firewood. . . . the clatter of pots and pans in the kitchen. . . . the rising mist along the fence rows. . . .

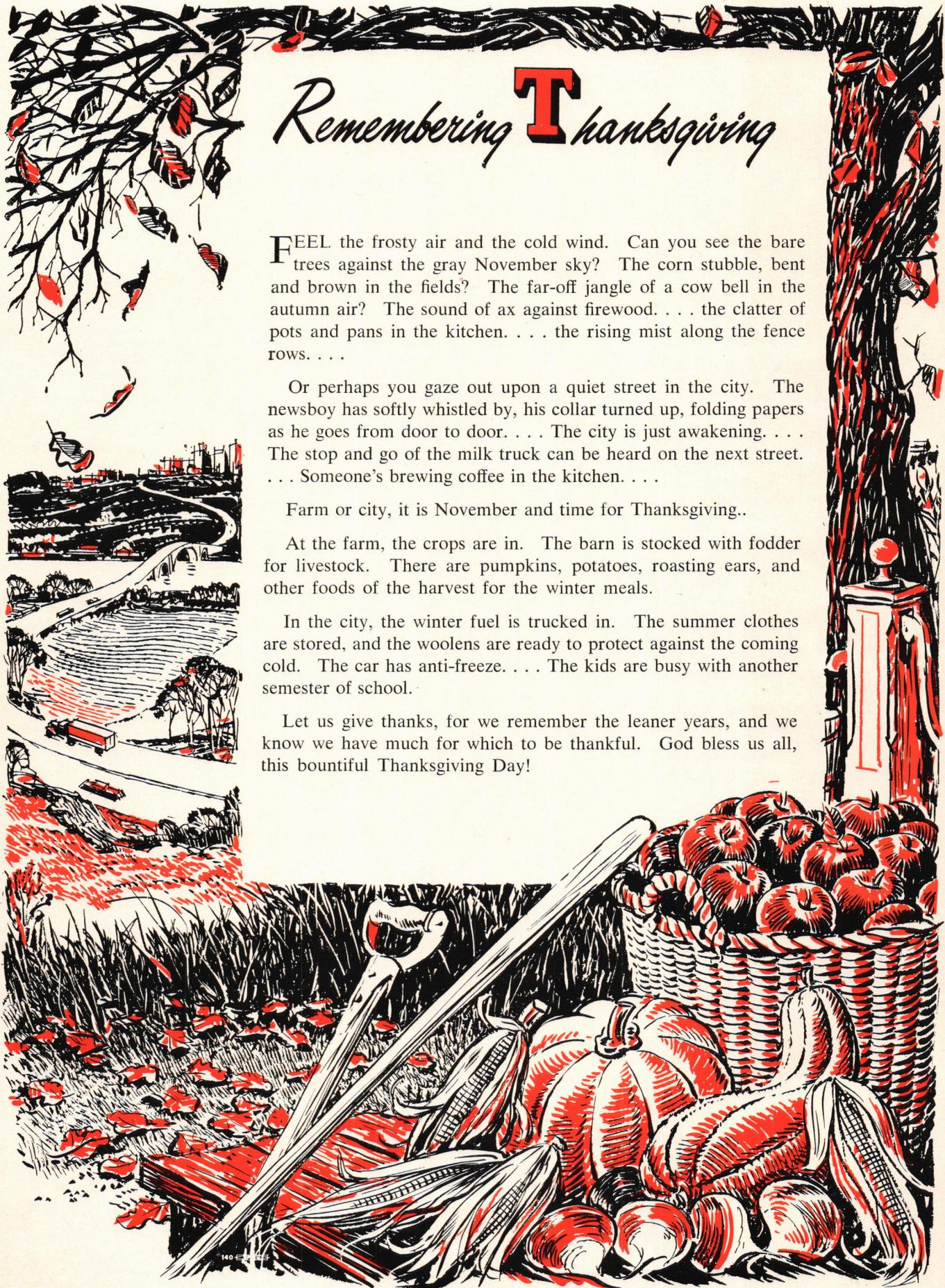
Or perhaps you gaze out upon a quiet street in the city. The newsboy has softly whistled by, his collar turned up, folding papers as he goes from door to door. . . . The city is just awakening. . . . The stop and go of the milk truck can be heard on the next street. . . . Someone's brewing coffee in the kitchen. . . .

Farm or city, it is November and time for Thanksgiving..

At the farm, the crops are in. The barn is stocked with fodder for livestock. There are pumpkins, potatoes, roasting ears, and other foods of the harvest for the winter meals.

In the city, the winter fuel is trucked in. The summer clothes are stored, and the woolens are ready to protect against the coming cold. The car has anti-freeze. . . . The kids are busy with another semester of school.

Let us give thanks, for we remember the leaner years, and we know we have much for which to be thankful. God bless us all, this bountiful Thanksgiving Day!



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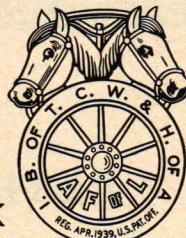
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**THE INTERNATIONAL
Teamster**



DAVE BECK **Editor**

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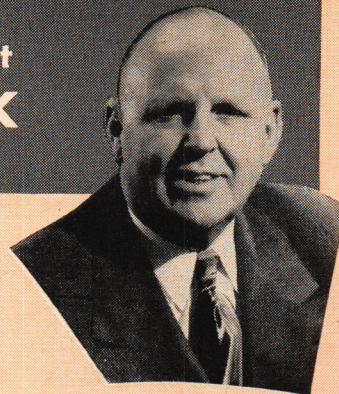
CONTENTS

General President's Letter	2
Save Taxpayers \$100 Million a Year!	4
Nation Salutes Trucking Industry	6
Editorials	8
Eastern Conference Formed	10
The Vancouver Story: JC 36	18
Miscellaneous Division Raps 'Trickery'	24
Teamster President in National Spotlight	25
Tri-State Brewery Drive Planned	26
Pittsburgh Conference Looks at Safety	27
Teamster Topics	28
AFL Presses Fight on Waterfront	30
What's New?	31

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LETTER from General President DAVE BECK



PERFECTING OUR PLANS

THIS month we chartered the Eastern Conference of Teamsters, encompassing all local unions in the eastern states and completing our immediate plans for national conferences.

I appointed Vice President Edward Crumbock as chairman of the Eastern Conference who, in such position, takes his place alongside of Frank W. Brewster, chairman of the Western Conference, and James R. Hoffa, chairman of the Central States Conference. The officers elected to constitute the Executive Board, are representative of the various geographical areas and will intensify militant organizing throughout the whole Conference.

Our International Union has already opened organizing headquarters in New York City under the direction of Vice Presidents John Conlin and Thomas L. Hickey. This office will be an adjunct of the Eastern Conference structure and will correlate its work in accord with the program being planned by Chairman Crumbock and will concentrate its efforts in metropolitan New York and New Jersey. Careful analysis will be made of the unorganized and particular note will be paid to the numerous instances where our jurisdiction is being infringed upon. All efforts of the New York unit will be directed toward organizational work. The International Union has paid the expenses attendant to opening the office and will contribute to the Eastern Conference monies with which to pay the salaries of the staff until some future date when its functioning has been proven, at which time the opportunity will be afforded for local unions and other bodies to contribute financially toward its expansion. I might say here that it is my desire to open a like office in Chicago as its work would relate to the Central States Conference and the Chicago Joint Council under the direction of Vice Presidents O'Brien and Lee.

It is my prediction that we will develop tremendous momentum in organizing activity through the formation of the Eastern Conference. Its creation, I am certain, will also result in mutual organizing activity through cooperative working arrangements with other International Unions.

A word to the affiliates of this International Union—and on no other word would I place greater emphasis: Scrutinize the conduct of your local unions. The recent race tracks expose and the waterfront probe indicate that we must be alert to guard against those who would attach themselves as leeches on the body of Organized Labor and take dishonestly to the discredit of organized labor as a whole. The A. F. of L. and the leadership of

the affiliated International Unions must accept the responsibility of cleaning up where rackets are found. First, of course, it is our responsibility to exert every precaution to the end that the rackets cannot take root.

Our health, welfare and insurance programs constitute some of the greatest accomplishments of the Labor Movement. They must be administered with complete honesty and it should be the duty of our labor organizations to solicit on both a local and national level, careful Government investigation of the conduct of our affairs. I emphasize this for honest, not political, motives. Those who would destroy labor through the rackets must not be permitted to fasten themselves on us through insurance and welfare programs. Participating companies and brokerage agencies should be carefully investigated as to their business status and years of experience. CPA audits should be made regularly of all accounts as to payment of claims as well as properly regulated investment of surplus funds. Neglect of these precautions can bring about destruction of our insurance programs through discriminatory regulation sponsored by enemies of labor and government agencies.

Where dishonest administration is suspected, the International Union has, and will exercise, authority to investigate every phase of operation.

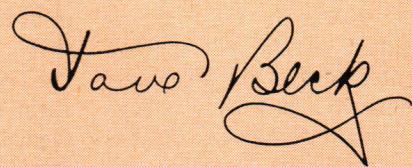
The A. F. of L. has, through expulsion of the ILA, taken positive action in cleaning up the racketeering methods on the waterfronts, this conduct which is so detrimental to the interests of the wage earner. The Federation has opened an office in New York to expedite this clean-up and has called upon all International Unions, state and central bodies to cooperate in its objective.

This International Union responded immediately and letters were addressed to every local affiliated with us whose interests touched on the waterfront. The New York and New Jersey Waterfront Commission was created for the same purpose—to clean up the rackets. The work of the A. F. of L. should be encouraged and aided, instead of hampered, by agencies of government, either executive or judiciary.

Business must not be allowed to fake a claim of being innocent victims in a dispute between labor organizations. Such a claim is not the truth and the shipowners and Government know that such a statement is a lie. Shippers and stevedore companies have had these people on their payrolls and have made contributions to them continually.

Let us here make this pledge—that we of the International Brotherhood of Teamsters will carry on our work with ever-watchful precaution and close attention to detail so that the fruit of our labor will be free of blemish and beyond criticism.

Fraternally,



General President.

Trucking Industry Committee Reports Use of Trucks in Hauling All Mails On Distances up to 300 Miles Could

SAVE TAXPAYERS \$100 MILLION A YEAR!

By JOHN M. REDDING
Special Consultant to ACT

"UTILIZATION of the Nation's giant trucking industry to haul all mails up to 300 miles would save the United States Post Office Department more than \$100,000,000 annually," the Independent Advisory Committee to the Trucking Industry (ACT) declared in a statement issued at Los Angeles.

ACT announced its program for an overall transportation policy for U. S. mails as its first major project. The program supports the policy of the Post Office Department to use "each medium of transportation within its proper sphere."

The statement was released on the eve of the American Trucking Associations, Inc., Convention in Los Angeles, October 25 on behalf of General President Dave Beck. Mr. Beck, chairman of ACT, predicted that trucks would:

1. Move the mails faster and more efficiently.
2. Result in annually increasing savings in tax moneys of millions of dollars.
3. Achieve the Post Office Department's goal for full integration of America's postal transportation system.

In addition to Chairman Beck of ACT other directors who were in Los Angeles to attend the ATA convention are Walter F. Carey, outgoing president of the ATA; Roy Fruehauf, president of the Fruehauf Trailer Company, and B. M. Seymour, president of Associated Transport, Inc. A report on plans of ACT for Truck Transportation Week appears elsewhere in this issue of *THE INTERNATIONAL TEAMSTER*.

ACT was formed as a unique group to speak for the industry on questions in which all segments of the industry, including labor, operators and manufacturers, are in agreement. It is sponsoring the national observance of Truck Transportation Week, November 16 to 22.

Pointing out that truck transportation—first used by the Postal Department on a large scale in 1950—has been saving the government many millions of dollars annually, the joint statement by the ACT Committee said that "trucks can give better service at a lower cost on all hauls up to 300 miles." The statement urged full utilization of the industry's facilities for these shorthaul jobs as soon as possible.

"This year the Postal Department is expected to show a \$440,-700,000 deficit," the statement said. "This reflects no discredit on the department, as it results from many conditions outside its control. Nevertheless, ACT agrees with Postmaster General Arthur E. Summerfield that this figure is alarming. The Post Office Department is growing with a kinetic energy that equals the growth of our country as a whole. Cutting the budget, eliminating entire serv-

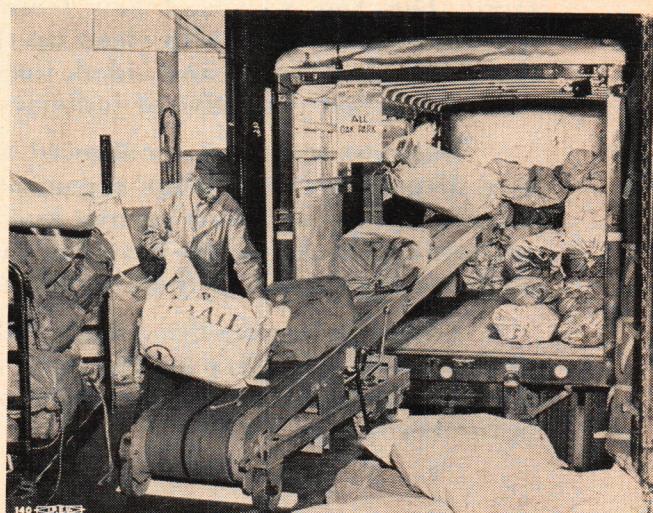
ices are not the answers. That's why we in the trucking industry feel that the department's move to modernize the postal transportation service and the use of new techniques in transportation is the real answer.

"Although trucks and trailers now move 75 per cent of all freight tonnage in America, the Post Office Department has only recently adopted this faster, more flexible form of transportation in volume," the statement explains.

The department has made very considerable progress in this field but the program has been slowed by lack of facilities and other factors. It is the desire of ACT to help the Post Office Department, not only in the field of trucking but to achieve its greater goal of faster mail transportation at lower cost. Such a progressive principle deserves our full support.

The announced goal of Postmaster General Arthur E. Summerfield is "to use the medium of transportation best equipped to do each job." That is why our committee advocates:

1. Use of the means of transportation best suited to each specific mail-carrying job.



TRUCKING MAIL is not only faster and more efficient, but can save Uncle Sam \$100 million a year, ACT reports.

2. Sending non-local first-class mail by air that would be advanced for delivery. We are watching with approval the first steps in this direction now being taken by the Post Office Department.

3. Greater use of the highway post office system.

4. Proper use of the star route service as a necessary complementary service.

5. Utilization of the trucking industry as a prime hauler of mails of all classes, particularly within the zone of 300 miles.

The labor-management statement, based on a lengthy survey, continues:

"The United States mails provide one of the great anomalies of our present-day civilization.

"We are in an advanced age which sees the postal distances separating peoples and nations reduced in size, while at the same time villages and small cities only a few miles apart become more widely separated in point of time because the short-haul rail connections which once joined them in a closely knit interlocking network have largely disappeared.

"Great oceans shrink, deserts are quickly spanned, overseas mail from London to New York is delivered overnight—to Paris requires only 24 hours, Rome 36, Cairo 48 hours, and Karachi, India, only 60.

"Meanwhile, through the steadily increasing elimination of railroad service not yet replaced by necessary truck service, America's rural areas and smaller cities have grown farther apart in point of time. The mails from Forrestville, Ill., to Dixon, Ill., only a matter of perhaps 20 miles in distance by auto, may take as long as four or five days in time. Central Falls, R. I., only a few hours from New York City, is four days by mail.

Other purposes of the ACT Committee are:

1. To achieve a fuller public understanding of the trucking industry's final contribution to America's welfare, and to assume its full share of responsibility, not merely to a great economic enterprise, but to the nation whose very existence—in peace and war—depends on transportation.

2. To seek new opportunities for the trucking industry to serve the American people, and to aid in keeping the industry ever alert to the danger of military attack upon this nation. The committee believes that the construction and mainte-

nance of a nation-wide modern highway system is an absolute necessity in this age of the H-bomb. We also believe it essential that assurance be given that an adequate supply of steel, rubber and other scarce materials be made available to the industry in time of emergency and war.

3. To strive for complete cooperation between the industry and government agencies at all levels, national, state and municipal. Our industry, for example, is asking the Federal Government to eliminate discriminatory policies and practices against the trucking industry as to operations, regulations, financing and consolidation.

4. To work with all public and private agencies dedicated to the development of a safe and adequate highway system. In this regard, our

committee is urging state governments to undertake an up-to-date survey of roads and highways; to classify them according to traffic usage and importance, and establish realistic, equitable regulations for all who have to use the highways for business and pleasure.

5. To further motor transport and increase its benefits to the nation by stimulating and promoting research and education as well as new economic opportunity for this key industry.

6. To combat all threats to constructive competition in the transportation field. Inasmuch as the trucking industry carries 75 per cent of all freight tonnage in this country, we believe it is to the interest of all that the industry be aided in its development."

PIONEER WELFARE PLAN IN NEWARK

A comprehensive welfare program has just been established by Bakery Salesmen's Local 194, Newark, N. J., and 13 employing bakeries. Negotiations were completed in mid-October and the plan is effective from November 1, 1953.

Called the most "comprehensive welfare program ever established in collective bargaining in the state of New Jersey," the plan will cover 1,900 employees plus approximately 5,500 dependents.

Chairman of the board of trustees is Edward J. Sullivan, secretary-treasurer of Local 194, and secretary of the board is an employer, James S. Watt, of the General Baking Company.

Union trustees in addition to Mr. Sullivan are James J. Catenaro and Frank F. Dickerson, business representatives of Local 194.

The 13 employers with whom the union successfully negotiated the plan are: American Bakeries Company; Continental Baking Company; General Baking Company; Ward Baking Company; Drake Bakers; Fischer Baking Company; Hathaway Bakeries; Century Biscuit Company; Fogelson's Bakery;

Mrs. Mac's Pastry Company; William Freihofer Baking Company; Lazzarra Products Company and the National Biscuit Company (bread division). The employer trustees from this group in addition to Mr. Watt, board secretary, are Chester C. Beach of the Ward Baking Company and Charles S. Myers of the William Freihofer Baking Company.

The plan of benefits under the new welfare fund will give each eligible employee \$6,000 of life insurance; \$6,000 of accidental death and dismemberment insurance and a \$50 weekly disability benefit. In addition the plan will provide comprehensive hospitalization and surgical and medical benefits for the eligible employees and their families. Weekly disability benefits are payable from the eighth day in the event of accident and sickness and for periods up to 26 weeks of disability.

Employer contributions to the fund will be about \$275,000 annually, according to estimates of Martin E. Segal & Company, welfare plan consultants to the union and employer trustees.

Post Office Department Issues Commemorative Stamp Marking Half Century of Motor Transport As

NATION SALUTES TRUCKING INDUSTRY

MOTOR transport is taking the news spotlight this month as plans for celebrating Truck Transportation Week focus attention on a number of significant developments affecting the industry:

1. On October 27 a commemorative postage stamp was issued by the United States Post Office Department honoring the 50th anniversary of the trucking industry.
2. The American Trucking Associations, Inc., held its annual convention in Los Angeles, Calif., October 26-31 and was addressed by General President Dave Beck.

3. The Independent Advisory Committee to the Trucking Industry, the public service group of which President Beck is chairman, is making plans for a long range campaign, highlighted immediately by Truck Transportation Week and to be followed by educational activities throughout the nation.

4. ACT made public its general plans for activities in behalf of the industry through the appointment of co-chairmen in each state who will act in behalf of ACT in the long-range program for the industry.

STAMP THEME

Official recognition of the importance of the motor transport industry was accorded by the Post Office Department with the issuance of the 3-cent postage stamp. On the stamp is pictured a truck with representations of views of town and country in the background. Theme of the stamp is that motor transport links

city and country in a great network of communication and distribution.

The stamps went on sale October 27 on the opening day of the ATA convention in Los Angeles. This stamp is providing an interesting educational device to bring to millions the importance of the industry. An unusual publicity "dividend" developed last month just before the stamps were printed. When the first design for the stamp was made public, both philatelists and industry representatives raised the question as to the truck design and said that the vehicle shown was definitely of

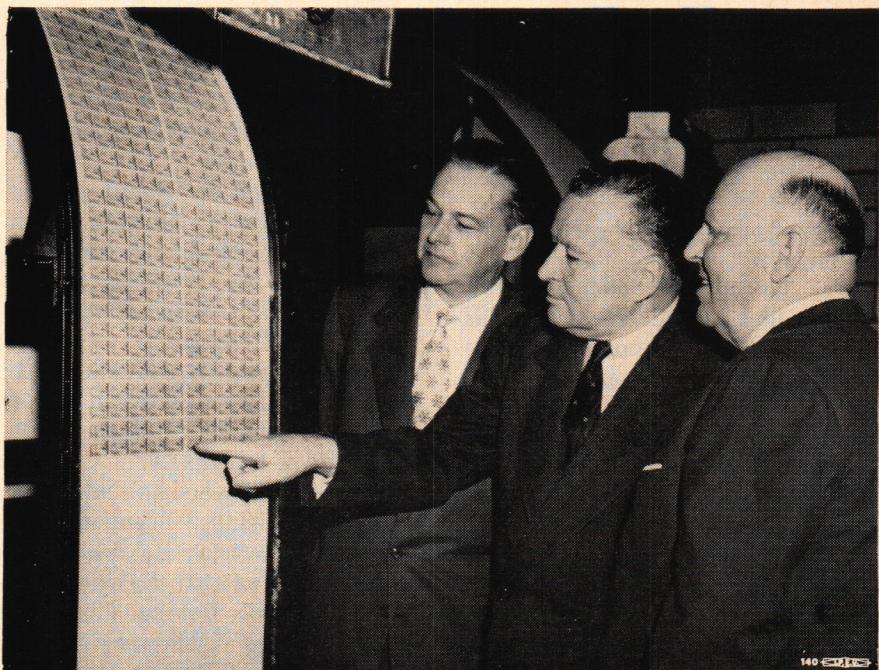
a certain recognizable well known make. The Post Office Department hastily withdrew the first design and sent the truck back to the artist for modifications. In the meantime, it was first page news throughout the country that trucking is 50 years old—officially.

The International Office sent a letter to all local unions recommending that local unions and joint councils purchase a heavy supply of the special 3-cent stamp issue for their uses in the coming months. The stamp can provide a continuing reminder for a long time to come of the trucking industry's role on American life.

BECK SPEAKS

Teamster interest in the annual ATA convention at Los Angeles last month developed to a point higher than it had hitherto reached due to the fact that General President Dave Beck was one of the featured speakers. He addressed the convention on October 28 at a luncheon meeting of delegates and guests. He had been invited to speak to the ATA and to discuss what he believed were major problems facing trucking during the months and years immediately ahead.

Appearance of Mr. Beck at the ATA gave added importance to the



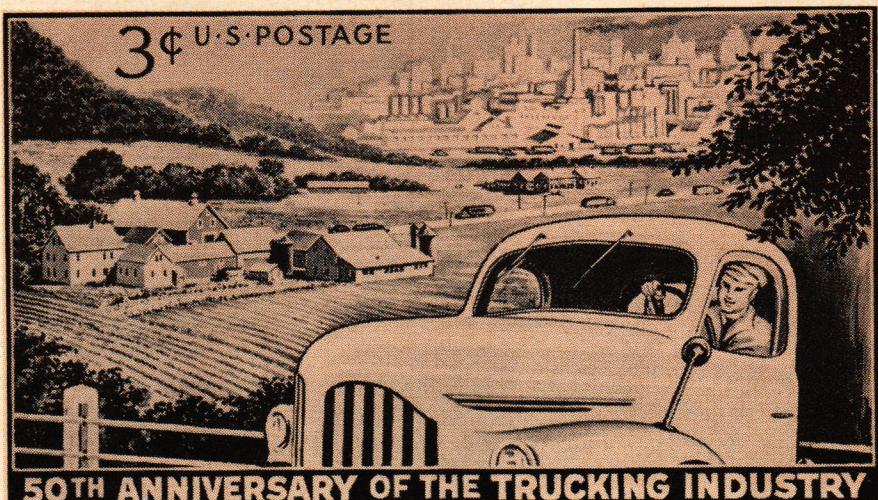
WATCHING FIRST commemorative stamps for trucking industry roll from presses are, left to right: Walter F. Carey, president, ATA; Postmaster General Arthur Summerfield, and General President Dave Beck.

140 E. 42nd St.

program of ACT—the Independent Committee to the Trucking Industry of which the general president is chairman. This committee, successor to the Trucking Industry National Defense Committee, includes representatives of various segments of the industry. In addition to Chairman Beck the three directors are Walter F. Carey, outgoing president of the ATA, Roy Fruehauf, president of the Fruehauf Trailer Company and B. M. Seymour, president of Associated Transport, Inc.

ACT is the official sponsor of Truck Transportation Week and is utilizing this week, November 16-22, to spotlight interest in the importance of motor transport. This special week will be celebrated through special educational efforts in all parts of the country. The ACT organization has named co-chairmen in each of the states, with Teamsters and employers sharing the responsibilities for the program of the committee.

Truck Transportation Week will also mark the beginning of a continued campaign for industry sup-



COMMEMORATIVE STAMP features theme that motor transport links country and city in a vast, efficient system of communication and distribution.

port for the ACT set-up and for a good will and educational effort in behalf of the industry by each of the committee members acting through its own channels and by the committee as a public service group.

Meeting of the ATA with carrier and fleet operators from all parts of the country drew attention to the growing economic importance of

motor transport, according to ACT. In the information sent to all co-chairmen throughout the United States the Independent Advisory Committee has asked that emphasis be given through all media to the importance of trucking as both a freight hauler and a major employer.

The trucking industry employs almost 6,000,000 persons in its many phases and ranks second only to agriculture as an employing industry. The industry annually buys more than a million new trucks and 50,000 trailers a year. To run this giant fleet requires 8.5 billion gallons of gasoline—or, as an ACT statistician figures, enough to make five stacks of one gallon cans reaching from the earth to the moon.

Commodity volume is also being stressed by ACT for Truck Transportation Week. Trucks haul 85 per cent of our milk, 92 per cent of our poultry, 60 per cent of Florida's oranges and at some point 98 per cent of our agricultural production.

Relationship of trucking to taxation will also be noted. Only 17 per cent of the vehicles on the highways are trucks but they pay more than 30 per cent of all special highway-use taxes such as gasoline and license fees.

ACT experts have come up with another figure which they hope will be remembered in the educational programs this month: the average American family uses 56 days of trucking service a year to get its quota of food, clothing and other services.

Beck Salutes ATA Convention

General President Dave Beck, on the eve of the American Trucking Associations, Inc., convention in Los Angeles, Calif., October 26-31, issued the following statement as a salute to the ATA:

As the American Trucking Associations, Inc., meets in its annual convention in Los Angeles, Calif., attention is directed toward the many problems of mutual interest which labor and management face in the motor transport field.

It is the continuing policy of the International Brotherhood of Teamsters to work in close harmony with the ATA and its regional affiliates on problems affecting the industry. The Teamsters are complimented in the invitation to their general president to address the convention and we are glad to extend a cordial salute to the ATA on the occasion of its annual meeting.

We are glad to share the responsibility with management in the task of solving the problems of trucking. We are likewise glad to work in harmony with the public service group known as the Independent Advisory Committee of the Trucking Industry (ACT) with its constituent representatives of manufacturers, operators, employers and union.

This industry has many problems and I strongly feel that these can best be met by facing frankly the many issues which call for concerted activity by representatives of labor and management working together.

The ATA convention provides an excellent opportunity for discussion of some of these many problems and in this endeavor the International Brotherhood of Teamsters extends best wishes for a successful convention.

EDITORIALS

The 'American Way'

The phrase, the "American Way," has been used so often and frequently so recklessly that it ceases to have any precise meaning, if indeed it ever did have an exact meaning. But recently some observations have turned up which may give this phrase which has become trite significance.

A couple of economists have come up with some conclusions based upon the study of output by Americans and British which may be a clue to the "American Way." The American worker produces two to five times as much as a British worker, a German or a Frenchman. Why?

The British economists, after serious study and observation, think that Americans are more flexible in their activities and in their labor-management relations. In short, Americans are not tied down by generations of caste and class fixations. Americans would call it some sort of dynamics, perhaps, if they were asked to put it in words.

American workmen have eight horsepower plus tools to use for energy as compared to three or four horsepower available to the Britisher. Americans like change, improvement, progress. They are not afraid to ditch machinery and methods for new ones which promise to do the job more effectively and more economically. The British, on the other hand, develop an affection for methods and machinery and are less likely to break with customary ways of doing things. Tradition plays a strong part in all of British life and this has influenced the advance in productivity of Britain. British unions have been more conscious of curbs on machine advances than have our union people. Our people, on the whole, take an overall view.

Maybe this flexibility, this ability to adapt, to try new things, to try to do them in a better way—maybe this is a large part of the "American Way."

A Big Job, Mr. Secretary!

The Department of Labor has a new Secretary and, while he does not come from the ranks of labor, he enters on his job with the best wishes of the entire country. The conditions whereby the office of Secretary became vacant should not prejudice in any way the good wishes for and the support of the new Cabinet officer.

The Taft-Hartley law and its revision has focussed

partment of Labor's activity. The Taft-Hartley law is an undue degree of attention on one phase of the De-not the only one on the books affecting organized labor. We have not heard what Secretary James Mitchell thinks about Taft-Hartley, but we should remember that he has more than Taft-Hartley to worry about.

The Department of Labor is the official regulatory agency established to enforce laws passed by Congress in many phases of the labor field. The Walsh-Healy act which is of concern to many of our process workers and the Davis-Bacon law, of concern to those in the building trades, are two laws which are of great importance to organized labor. Enforcement of these laws can spell out a success or a failure of regulation. The spirit and the intent of Congress can be nullified by a failure to enforce the laws as written by Congress.

Those in labor who may have been temporarily blinded by the high degree of attention focussed on Taft-Hartley should remember that the Department of Labor enforces many laws and the two cited are only two of these. The new Secretary has a big job in enforcement. His understanding and determination to do a good job will be sorely tested in the coming months. Labor and the country extend to him their best wishes and await the results of his policies, judgment and administration.

Curves Going Down

Reading the economic fever chart of the nation's health is one of the most diligent occupations of our political leaders these days. And well it might be, for the chief curves which spell out the state of our health are going down.

Construction, one of our great basic industries, is not showing the lusty growth it did a few months ago. Housing starts appear to be declining and will mark this year as one with less volume than last year and indications are that the 1954 volume will be even less than that of 1953.

We have noted the problem of the auto makers. Some have taken temporary work holidays due to the high volume of production which has piled up stocks in the dealers' showrooms. The automobile industry not only is a great employer of manpower itself, but it has profound impact on many other segments of the economy. Sharp declines in automotive work can be serious to the entire economy.

Steel is not producing at capacity as it was a few months ago. The drop is not yet alarming. With tremendously increased capacity, our steel industry is

capable of phenomenal output even when working at less than rated capacity.

The loudest complaints are being heard on the farm front. Here again, as the curves go down, the rest of the country becomes alarmed. The farmer's income problem is more than just his problem; it is something for the nation to ponder seriously.

We are in a period of watching and waiting. It is too early to tell whether these curves are on a steady downward curve or whether they are in a slight detour and may start up again. Fortunately, we do not have to indulge in hope alone. The country does have some useful economic props it can use. Let us hope that it will not be necessary to use them—that the curves start up again—and soon.

No Simple Problem

The farm problem and pricing are very much in the public eye, particularly in the political eye. There has been a great deal of conversation about the farm problem and there have been issued forth a great many theories on how the farm problem might be "solved," as if there were some quick and easy panacea.

The farm problem, which is to say the problem of food production, has been with us a long time. And there is pretty likely to be a "problem" for a long time ahead. The farm problem is a tremendously complicated one. Farming bears a heavy impact on the entire economy and the interdependence of the many economic forces at work increases the complexity.

The Republicans have a first-class political crisis on their hands in the farm problem and the decline of prices. And this problem is not going to be solved in any quick and easy way. There can be no presto-changeo business which will enable us to overcome the difficulties we now face.

The farm problem will prove a test of real statesmanship. The farm problem in the next few weeks or few months will separate the statesmen from the politicians—and fairly quickly, too.

Needed: More Understanding

A lack of complete understanding of the Taft-Hartley act is one of the most serious gaps in the knowledge which trade-union members in this country have, we would venture to say. This law, one of the most important on the books with reference to labor, is by no means simple, but this fact does not excuse us from making the best possible effort to understand it.

NLRB elections show persuasively that the rank and file of union people have confidence in their leadership. The tremendous votes of confidence over the last six years is certainly ample proof. But a faith in leadership, as important as this is, is not enough. We need more and better understanding of the Taft-Hartley law. We need faith plus understanding.

Labor leaders should derive great satisfaction in the confidence imposed in them by their members. But if our labor leadership is going to rest on its confidences, it will be making a serious error. The Taft-Hartley law has been in and out of political campaigns. In some areas an understanding of its time-bomb aspects has been important. In other areas, those who oppose labor's advances have been able to deride the union position as one of unnecessary alarmism.

Congress will be back in session in two months. Organized labor leadership should undertake anew a campaign of education on Taft-Hartley. This campaign can take the form of a strong internal effort whereby union members know and understand the law. And it can take a form in which the community at large is informed on what the law actually means to the public welfare.

Time is short and we all have a job to do in making the law and its implications better understood before the congressional elections of 1954.

Bootleggers Are Back

We may not hear much about it these days, but the fact is the bootlegger is back in business—and a thriving business he is doing. Too many of us think that because we do not have national prohibition that we automatically do not have bootleggers. But that is, alas, not true.

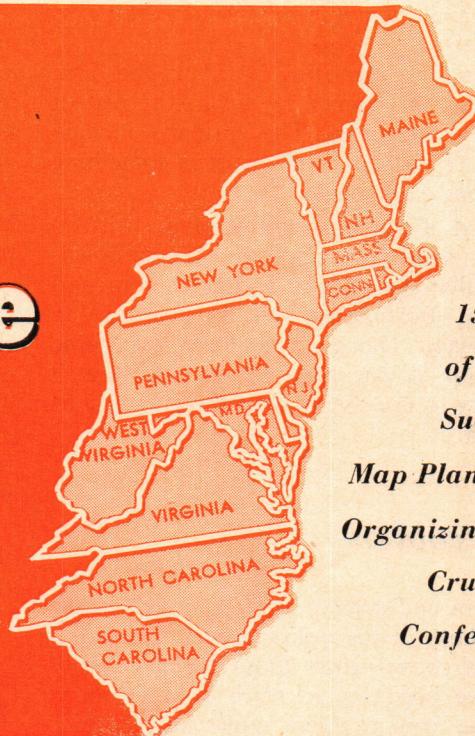
Prohibition at any level greatly accelerates the growth of the illegal liquor industry. But prohibition is not the only condition which brings on bootlegging. A current cause and one which should be the subject of earnest thought by our Federal lawmakers is the tax situation.

The legitimate liquor industry has long complained that the Federal taxes on distilled spirits are far too high. The high taxes make high prices at the consumer level necessary. And high prices at that level lead to buyer resistance and the coming into business of the bootlegger with his tax-free spirits. And this bootlegging business is no small potatoes, either. In Boston this year, Federal and local authorities found an illegal still which cost the Government \$10,000 a week for every week it operated at capacity. That \$10,000 represented lost taxes.

The files of the police and Federal agents have plenty of examples of the illegal operator and what he is costing the taxpayer. In addition to escaping the tax, the bootlegger through his illegal activities is endangering the health and safety of the consumers who patronize him and the community in which he operates.

Teamsters are generally aware of the harm which results from the nefarious bootlegging industry. Our people employed in liquor distribution have much at stake. Our union is certainly a party in interest and we sincerely hope that serious consideration might be given the liquor tax problem. We are not saying what should or should not be done, but we are certain the problem merits most serious study.

Eastern Conference Formed



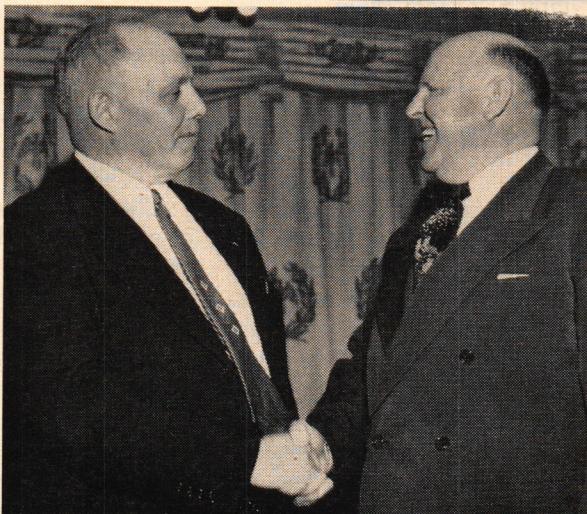
Delegates from 15 States, District of Columbia, Hold Successful Session; Map Plans for Intensified Organizing Drive; Edward Crumbock is Named Conference Chairman

MORE THAN 700 delegates, representing the 400,000 Teamsters of 15 East Coast states and the District of Columbia, held an enthusiastic two-day meeting in Washington, D. C., October 19 and 20, and established the Eastern States Conference of Teamsters.

By so doing, they moved the International another dramatic step toward the continent-wide organizing goals outlined in recent months by General President Dave Beck. The plan of the regional organization of the International, begun on the Pacific Coast many years ago by President Beck and since enlarged upon with the establishment of the Central States Conference in Chicago—earlier this year, has now been forged into a coast-to-coast chain of top Teamster leaders and conference activities which will help the International achieve its goal of two million members, perhaps, many years sooner.

The formation of the Eastern States Conference is one of the most significant events in the history of the International Union, for the field for organizing in the region has a tremendous potential. The enthusiastic participation of delegates in the founding sessions was a clear in-

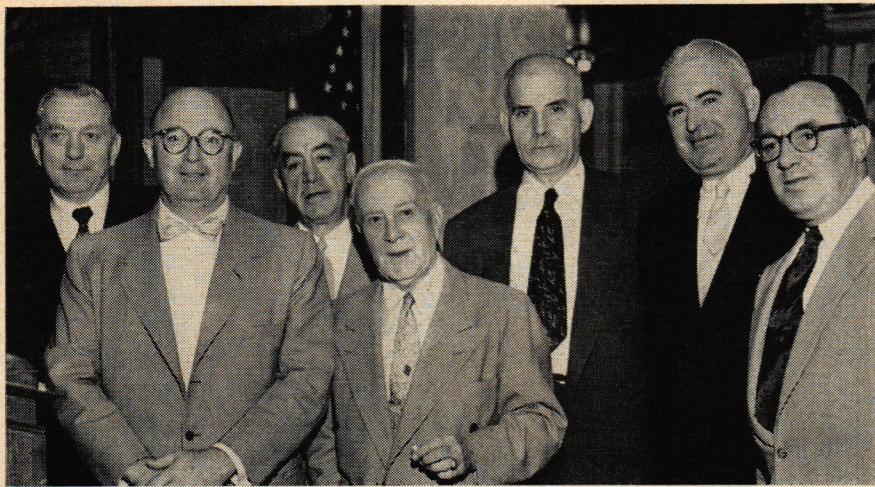
The chairman of the new conference, Edward Crumbock, with Conference Secretary Thomas Flynn.



Above: General President Beck welcomes AFL President George Meany to the opening session of the Eastern States Conference. Meany praised the new organization.

Below: Temporary Chairman Einar Mohn opening the conference.





Above: Chairman Crumrock with the Conference Executive Board. (Names at right.)

Below: Harold Gibbons, Chairman Crumrock, and John Conlin in a discussion.



Above: General Counsel Albert Woll describes legal problems facing Teamsters.



Left: James Hoffa, chairman of the Central States Conference, with Al Dietrich of Pittsburgh.

Below: Lewis Harkins of the National Cannery Division addresses the conference.



dication that great work is ahead along the Eastern seaboard.

General President Beck was particularly encouraged by the actions of the conference. As the conference drew to a close he told delegates, "I want you to leave Washington with the full and complete knowledge that you have done a wonderful job."

Chairman of the new conference is International Vice President Edward Crumrock, of Philadelphia. The Conference Executive Board is composed of John Conlon, vice chairman, Hoboken, N. J.; Thomas Flynn, secretary; Tim Collins, of New England, recording secretary; and Board members, Martin Lacey, president of the New York Joint Council; Harry Tevis, president of the Joint Council of Pittsburgh; and Thomas Hickey, International Vice President.

General President Beck predicted a good future for the new conference.

"Because the great industrial organization of America lives in the East, this Eastern Conference will at some future date parallel the Central Conference, and become the great stronghold of the economic strength of this International Union," he stated.

The General President re-emphasized his statement at the Los Angeles convention that he intends to launch a growing organizing drive financed by money already accumulated in the International treasury.

"I feel that the membership that pays its dues into our local unions pays such dues to get wages, hours, and conditions of employment. I think the membership is not desirous of paying a dues structure for the simple purpose of creating either excessive salaries or accumulation of properties or an excessive treasury, but for one reason only, to get wages, hours, and conditions of employment.

"I think the International tax should be predicated on such a basis, that the tax should always be kept as low as it is possible to keep it, always in harmony with our maintaining a treasury that will be able to weather any storm that can develop during the process of administrative years.

"After that, there is no benefit to



Above: News reporters gather around General President Beck as the conference opens.

accrue from anything over a treasury able to meet these conditions. Therefore the money should be spent. . . . It should be spent in perfecting our organization. It should be spent in setting up the divisions within our International Union that will give help and advice and assistance, statistically, on the field of economic action, on the propagation and development of welfare, in the field of insurance activity. . . . In short, in every area of our operation."

General Secretary-Treasurer John English was an active participant in the conference activities. He addressed the delegates in the opening session. He praised the selection of officers for the new conference and the progress of the International Brotherhood during recent months. He outlined briefly the new book-keeping system now being set up in the local unions and joint councils across the nation and he told of work progress on the new Headquarters building in Washington.

In summary, he told delegates, "Morally, financially, and otherwise, we are better than we ever were."

Albert Woll, General Counsel, told the delegates that it was essential that the International Union organize along the lines set up by General President Beck, if Teamsters were to achieve their economic goals. He pointed out that Labor is "beset on all sides in the legislative and judicial fields."

AFL President George Meany was



a speaker at the opening session. He praised the purposes of the meeting, calling the plan of regional organization in the labor movement a modern and progressive principle. It was, he said, evidence that "the trade union movement is keeping pace with the times, in pace with the modern development of our country."

"This is not a hip-hop-hooray meeting," he reminded delegates. "This is not a question of arousing people to fight with somebody. It is, instead, an intelligent and courageous way to determine your fair share of what the industry produces."

He pointed out that he had no objection to this being a capitalistic country. What he wanted to see was a fair share of the profits for the workers.

"The human element comes first . . . workers wages are above an unprofitable business."

"The Teamster is approaching the whole problem intelligently," he said.

Turning to a matter which is in the minds of many labor leaders today, he discussed the ILA con-



Above: Eula Mae Saunders, Recording Secretary of Local 730, with President Beck.



Delegates study prints of the official conference picture to pick out acquaintances.

troversy at New York City, where the AFL is attempting to establish an honest and worthy union of longshoremen from the men who have long been under the domination of an old racket-ridden International Longshoremen's Association.

"This is not a struggle for power," he told the delegates. "If that's all it is, we would not have put the Longshoremen out of the AFL. We had them in already! . . ."

The AFL stepped into this problem "on the side of clean unionism," he added. The AFL felt a responsibility to get the dockworker of New York a better union.

He predicted eventual success of the AFL organizing drive among

longshoremen on behalf of a newly-chartered ILA.

In closing, he offered the complete cooperation of the AFL with conference purposes.

ELEVEN DIVISIONS

Eleven trade divisions were established during the first session and their chairmen and secretaries named. Six of these divisions convened to plan their future and select policy committees during the afternoon. The following morning the remaining divisions held private sessions.

The final session of the conference convened at 2 p. m., October 20, in the Grand Ballroom of the May-

flower Hotel. A constitution for the Eastern States Conference was drawn up and presented to delegates at this time. It followed closely the wording and intent of the constitutions of the Western and Central States Conferences, which have already proven to be sound.

General Organizer Nick Morrissey read through the document, with discussion from the floor as each article was read.

A discussion of two articles brought out clearly to the assembly the value of a regional organization such as they were then establishing. Section 1 of Article 7 called for conference approval of proposed contracts, in addition to joint council

Right: Martin Donohue, attorney for the Washington, D. C., Joint Council, tells of Coca-Cola strike.



Below: General Secretary-Treasurer John F. English in an informal discussion during division meetings.



Above: Organizer Nicholas P. Morrissey reads the Conference Constitution to the assembly.

Above: Thomas Healy, veteran president of Joint Council 62, of Baltimore, listens to a speaker.



Right: Delegates give close consideration to the reading of the Eastern States Constitution.





MISCELLANEOUS DIVISION—Secretary John DeLury, left, and Chairman Thomas Fagan.



TAXICAB DIVISION—Secretary Leroy Griffin, left, and Chairman Charles Fels listen to discussion from floor.



DAIRY DIVISION—Secretary Larry McGinley, left, and Chairman John Backhus confer at meeting.

approval. Section 1 of Article 10 disclaimed all liability of the conference for the breach of contracts. Conference approval of proposed contracts assures an overall unity to negotiations and bargaining and is an important method of adjusting uneven wage rates. The disclaiming of conference liability for contracts, a measure similar to a portion of the International Constitution, is simply a legal protection of the great mass of the Brotherhood against the errors or infringements of a single unit.

The constitution was unanimously adopted as revised.

Organizer Tom Flynn cautioned that "all the aches and pains will not be immediately settled" by the establishment of the conference, but he predicted that the Eastern States Conference would be up with the previously established conferences in no time at all. He said that a lot of planning work had to be done, es-



pecially in over-the-road problems.

General President Beck gave a brief inspirational speech as the conference drew to a close.

"We want every local union to have a place in this picture," he told the assembled delegates.

"There are all kinds of good men in our organization. . . . We're going to delegate work to them. . . .

"We're going into 1954 with the greatest organization ever heard of in the labor movement."

Calling for a fraternal feeling in the new conference, President Beck said, "Let's be charitable in our

judgment . . . help the other fellow out."

He expressed deep appreciation for the work accomplished.

"I can't do this job, except that you do it for me," he concluded.

The Executive Assistant to President Beck, Vice President Einar Mohn, pledged the full cooperation of the General Headquarters to the new conference.

The gavel was tapped for adjournment, and the founding meeting of the Eastern States Conference was officially concluded. The chairmen and secretaries of the various trade divisions assembled immediately after the adjournment of the conference to discuss future plans of this new organization of Teamsters.

Policy Committees of the various trade divisions include:

AUTOMOTIVE TRADE DIVISION

—Chairman, James White, Local 273, Pittsburgh; Secretary, Robert McQuarry, Local 68, Boston; Policy Committee.

LAUNDRY AND DRY CLEANING—Secretary James Stoltz, left, and Chairman Al McCullough.

AUTOMOTIVE TRADE DIVISION—Chairman James White, left, and Secretary Robert McQuarry.

BREWERY AND SOFT DRINK—Chairman Louis Lanni, left, and Secretary John Hob.





BAKERY DIVISION — Secretary Thomas Carroll, left, and Chairman Joseph Clark.



CANNERY DIVISION—Secretary Polito, left, and Chairman Matthew Ruppols check labels for cannery products.



OVER-THE-ROAD & GEN'L. HAULING—Chairman R. F. DePerno, left, and Secretary Chester Fitzpatrick.

Frank Rebham, Local 175, Charleston; William Kelleher, Local 107, Philadelphia; Don Wells, Local 449, Buffalo; Chick Twitchin, Local 303, Baltimore; John Burke, Local 917, New York City; John Davis, Local 170, Worcester, Mass.; Edward Quirk, Local 251, Providence, R. I.; Dominic Zenga, Local 841, Boston; Dan DeGregory, Local 926, Pittsburgh; Jack Moran, Local 867, Jersey City; Richard Bell, Local 639, Washington, D. C.; and Joseph Doyle, Local 559, Hartford, Conn.

BAKERY TRADE DIVISION—Chairman, Joseph Clark, Local Union 550, New York City; Secretary, Thomas Carroll, Local Union 494, Boston, Mass.; Policy Committee, John Strauss, Local 802; Frank Dickerson, Local 194; Robert Lester, Local 33; Emmett Cudahy, Local 686; George Fraser, Local 485; Albert Sabin, Local 463; Daniel Anderson, Joint Council No. 84; A. Conyers, Local 592; Robert Smith, Local 264, Buffalo.

BREWERY AND SOFT DRINK DIVISION—Chairman, Louis Lanni, Local Union 830, Philadelphia; Secretary, John Hob, Local Union 8, Brooklyn; Policy Committee, Tom Buttles, Local 187, Philadelphia; Herb Heilmann, Local 153, Newark; Dave Levinger, Local 812, New

York City; and Anthony Ferro, Local 263, Utica, N. Y.

DAIRY EMPLOYEES DIVISION—Chairman, John Backhus, Local Union 463, Philadelphia; Secretary, Larry McGinley, Local Union 680, Newark, N. J.; Policy Committee, Joseph Clary, Local 145; F. Conrad, Local 338; L. Korn, Local 39; Mathew Maloney, Local 380; Andrew Young, Local 205; Leon Decker, Local 869; L. Thomas, Local 822; A. McCubbin, Local 937; H. P. Dillon, Local 505; and Eugene Hubbard, Local 246.

LAUNDRY AND DRY CLEANING DIVISION—Chairman, Al McCullough, Local Union 560, Hoboken, N. J.; Secretary, James Stoltz, Local Union 187, Philadelphia; Policy Committee, Eugene Napurski, Local 669, Albany, N. Y.; Jack A. Keehn, Local 37, Newark, N. J.;



William Caine, Local 187, Philadelphia, Pa.; and William Kennedy, Local 338, Mt. Vernon, N. Y.

OVER-THE-ROAD AND GENERAL HAULING DIVISION — Chairman, R. F. DePerno, Local Union 182, Utica, N. Y.; Secretary, Chester Fitzpatrick, Local Union 170, Worcester, Mass.; Policy Committee, Ed Rice, New England; John Flaherty, New York City; Ray Cohen, Pennsylvania and Delaware; George Welling, Maryland and District of Columbia; A. L. Gunter, Southern States; Dave Hastings, Maine; Basil French, New Hampshire; Fred Dyckerman, Vermont; Al Hylek, Providence; William McCarthy, Massachusetts; Ben Naylor, Massachusetts; Henry Gross, Massachusetts; Fred Roberto, Connecticut; John Pisano, Connecticut; James Boothroyd, Connecticut; John Strong, New York City; Don Wells, New York State; Pete Postma, New York State; Leo Carlin, New Jersey; Fred Meyer, New Jersey; Ray Cohen, Pennsylvania; Louis Molner, Pennsylvania; W. C. Crawford, Delaware; H. Crumbacker, Maryland; Charles Bell, District of Columbia; A. B. Barber, Virginia; A. B. Buccannon, Jr., Virginia; E. A. Carter, West Virginia; James Papas, West Virginia; W. A. Thompson,

(Continued on page 33)

BUILDING MATERIAL DIVISION—Chairman John O'Rourke, left, and Secretary F. McMorrow.

WAREHOUSE DIVISION—Secretary John Greeley, left, and Chairman Dennis Crotty.



Organizing Session—Eastern Conference of Team



sters—Washington, D. C.—October 19-20, 1953



A MENTION of British Columbia, Canada's Pacific Province, conjures up images of redcoated Mounties, colorful totem poles and grimacing thunderbirds; big game; Indians; rugged mountain ranges with magnificent scenery; gold miners and Orient-bound ships.

British Columbia has all of these and more, too, much more, for it is a province going through a billion dollar construction boom. New hydroelectric sources are being tapped. Giant factories are going up. New roads are being opened and highways improved. The economy of Canada's third largest province is in transition and passing from a raw materials and resources economy to one in which manufacturing and fabricating and processing are playing an increasingly important role.

Canada is definitely a boom country these days and nowhere is the boom more dramatically evident than in British Columbia. Largest city in the province is Vancouver, and here is where the Teamsters' Joint Council 36 has its headquarters.

Vancouver is only 150 miles from Seattle, Wash., an hour by air, a few hours by boat or car. While Vancouver is in many respects similar to a city of like size in the U. S. (345,000), it has attributes which set it off, and many of these are due to the fact that it is British Columbia's leading center of trade, industry and manufacturing, and is Canada's great gateway to the Far East.

Shipping has always commanded attention in Vancouver, for the city has what many boast as the second largest natural harbor in the world. The harbor entrance is through "The Lion's Gate," so-called from the twin mountain peaks closely resembling crouching lions, overlooking the city. Lion's Gate Bridge is one of the sights of interest in Vancouver.

While the joint council covers the entire province its chief activities are in and around Vancouver, although

The VANCOUVER STORY

JC 36



J. C. 36 is led by Secretary-Treasurer Birt Showler (left) and President William Brown. J. C. 36 has 7,000 members.



FUEL is important to Canadians. Kenneth Worrall, of Local 31, completes a delivery.

OXYGEN tanks are being checked by James Fleming, No. 31, for Canadian Liquid Air.



it does reach out in some of its work throughout British Columbia. Included in Joint Council 36 are eight local unions with jurisdiction over the 366,255 square miles of the province. The joint council includes a local union, No. 885, in Victoria, the capital city, as well as the seven in Vancouver.

Local unions and leadership of the members in J. C. 36 include:

- No. 464, Salesmen & Dairy Employees, Birt Showler;
- No. 31, General Truck Drivers & Helpers, Reg Atkinson;
- No. 151, Taxicab, Stage, Bus Drivers & Dispatchers, C. H. Gower;
- No. 189, Bakery Salesmen, Ernest Holmes;
- No. 213, Building Material, Construction & Fuel Tank Drivers, Harry Bonnell;

AT LION'S GATE bridge, Vancouver, A. A. Medley (left), No. 213 business agent, chats with Jack McCormack, shop steward of the City Construction Company.



- No. 351, Miscellaneous Workers, Wholesale & Retail Drivers & Helpers, Jerry Bell;
- No. 842, General Warehousemen, Reg Lenfesty, and
- No. 885, General Teamsters, Robert Millikan.

The joint council now has 7,000 members and with expansion now under way in British Columbia should have many more in the next few years. General President Dave Beck has indicated that emphasis will be placed on organization work in Canada. The General President has indicated that the Canadian local unions will be brought into closer relationship with the conference set-up than heretofore has been possible. The British Columbia joint council is part of the Western Conference of Teamsters, the central or prairie provinces are part of the Central States Conference of Teamsters and the eastern province local

Teamster unions are affiliated with the newly organized Eastern Conference of Teamsters, the establishment of which is described in this issue.

Largest of the local unions in J. C. 36 is No. 213, Construction Drivers, with 1,900 members. One of the reasons for the size and growth of this local is found in the continuing construction activity in the rugged mountain country of British Columbia. The construction boom in the province is little short of fabulous, agree observers who have visited some of the many unusual projects going forward in the North Country.

Behind the construction boom which is taking the spotlight in economic affairs, is a long and colorful story of the rise of British Columbia in Canadian affairs. As the most westerly of provinces, British Columbia is bounded by the United States on the south, the Pacific Ocean and the Alaskan Panhandle



CORONATION decorations are still up on downtown store at a busy intersection in Vancouver as Taxi Driver John Walters, No. 151, passes with fare.

AT CLEVELAND DAM Driver William McWhirter, of No. 213, takes on load.



on the west, the Yukon Territory on the north and province of Alberta on the east. Third in size in Canada, British Columbia has an area greater than the British Isles, France, Belgium and the Netherlands combined. And British Columbia is 50,000 square miles greater in size than Washington, Oregon and California. Yes, it's a big country!

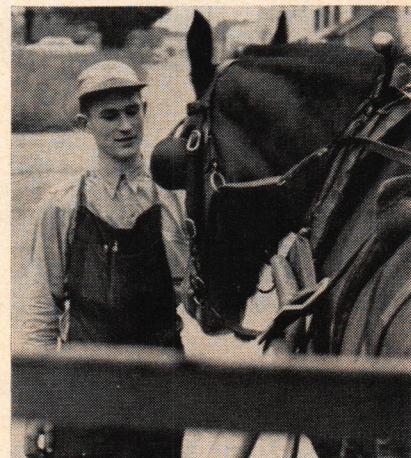
The local unions making up J. C. 36 are conscious of the size of the country and the size of the job for Teamsters to be done in the province. The joint council was formed in 1919 with two locals as the founding members—the general hauling drivers and the milk drivers. Birt Showler, of the dairy local, was secretary-treasurer of the joint council upon its founding and has served in that post ever since. William Brown was president of the joint council and is back in the presidential post again. The joint council affiliates work well as a great team. Officers and members are active in labor union affairs in Vancouver and in the province. They also have an interest in the British Trades & Labor Congress as well as in the American Federation of Labor.

The joint council has its office in the Labor Temple, a comparatively new and certainly a handsome structure of which all union members in the province might well be proud.

Teamsters are quite as conscious



LINEN laundry appears flourishing as Driver S. Brooks delivers sizeable order.



A HORSE-DRAWN rig is used by Harvey Sylvester, No. 464, Palm Dairy Co.



THE LABOR TEMPLE, home of J. C. 36, is the background for the photo of Ernest Holmes, secretary-treasurer of Local 189 (left), as he talks with Driver Frank Guthrie.

of the topography of British Columbia as is anyone visiting the province for the first time. The terrain has played a dominant part in the growth, development and progress of the Pacific province. Geographic features which may once have been considered as handicaps have been turned into economic assets—assets which have been responsible for considerable employment, including a substantial volume of work for Teamsters in Canada.

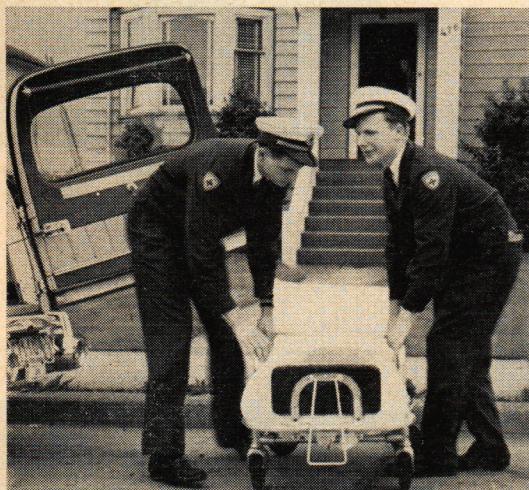
Four major mountain ranges traverse the province north and south and are interlaced with fast-flowing streams and rivers and dotted with countless lakes. These lakes are equal in area to about 7,000 square miles. The rugged mountain country makes for matchless game hunting and excellent fishing. Tourism is a leading industry and Team-

sters in bus, stage and taxicab locals know that a booming tourist business can provide a healthy slice of prosperity for the nation. Last year British Columbia played host to 1.5 million visitors, and the number of cars entering the province has more than doubled in the last few years.

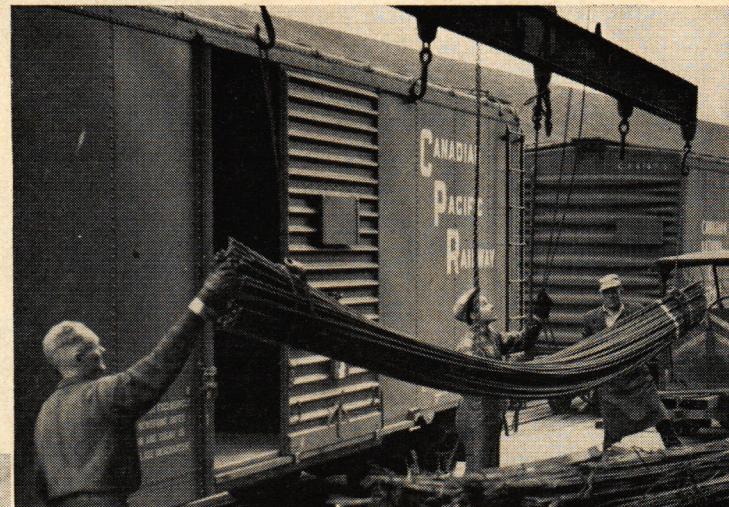
While tourism is a leading industry, British Columbia should no longer be thought of as solely a great vacation area. The province is winning new and high importance in the world of commerce, trade and manufacture. B. C., as the province is popularly known, boasts of the greatest percentage gain in population of any Canadian province during the 1941-51 decade—a boost of more than 42 per cent. In the last 20 years the province has grown from little over a half million to more than 1,200,000.

Among the activities in British Columbia, pleasing to Canadian Teamsters, is the direction of the curves—they are all going up—population, highway construction, manufacturing, hydroelectric development, agriculture production, fisheries, forestry protection, mining and retail trade. These curves are more than graph lines in a chart—they are route guides to expansion and increased potentials for membership in trade unions. As the country grows and grows, so grow the needs of the people for consumer and durable goods and services. Likewise grow the demands for better and faster distribution provided by the local unions of the International Brotherhood of Teamsters.

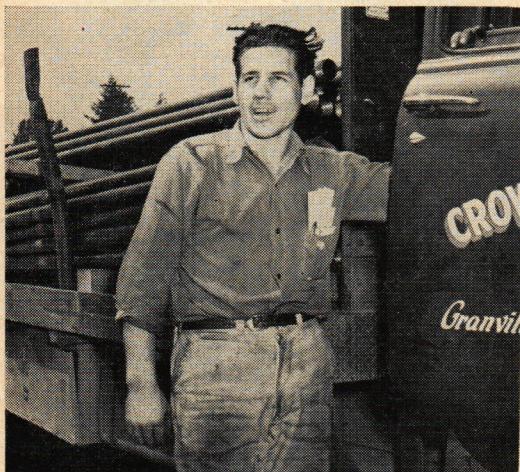
Over the long haul British Columbia has shown a healthy growth, but in the last few years since World



DRIVERS of Kings Highway Ambulance Don McWilliams and Douglas Hutton, Vancouver.



WAREHOUSEMEN of No. 842, Walter Scott, Charles McFadden and D. Krueger.



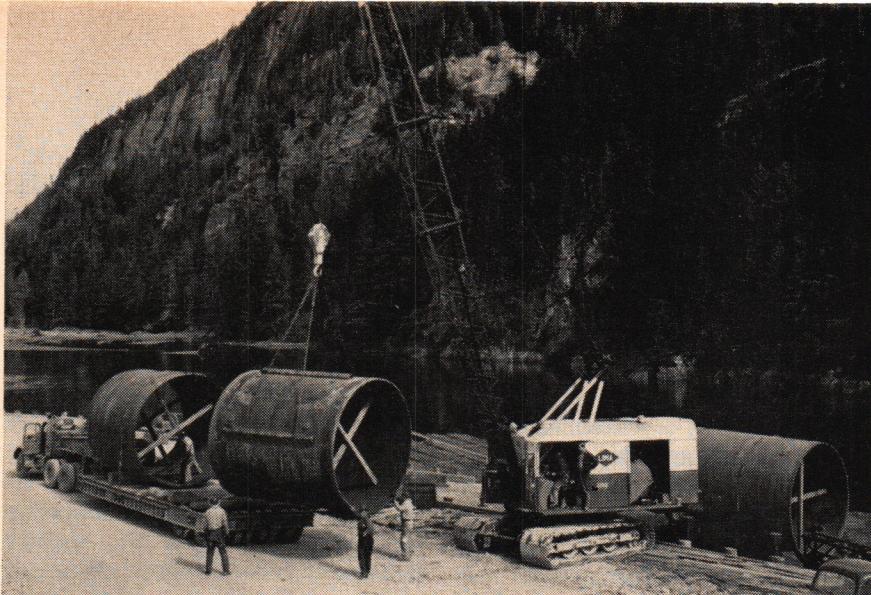
STEEL PIPE for construction project is delivered by Ivan Dahl, No. 213, Crown Cartage, Ltd.



J. H. McMILLAN, No. 31, has just delivered load for Canadian Boxes, Ltd.



AL FLOWER in lumber yard at Clarke & Buzz, Vancouver. He is No. 213 member.



ON ALCAN project Teamsters of No. 213 are active, as construction scene shows.

BAKERY delivery for General Bakeries is being made by David Morgan of No. 189.



FRED SMITH, driver of No. 464, checks a load at Dairyland before departing.



UNLOADING paper from barge in Vancouver. Steve Berladyn is towmotor driver.

CHINESE restaurant is getting delivery from Glenn Joneson, of Arrow Transfer, Ltd.



War II, the expansion has been little short of phenomenal. Since 1945 construction awards have multiplied four times; retail trade two and a half times; life insurance two and a half times; power consumption from 2.8 billion kwh to 4.5 billion kwh, and exports have jumped well over double. And so it goes all along the line in this lusty country where the boom is being translated into projects which challenge the imagination.

AUGMENT BASIC WEALTH

New jobs for the motor transport and distribution industry are being created by the expansion trends. New physical assets are being added to the basic wealth of the country—new homes, factories, fabricators, hydro-projects, etc. Moreover, the building of these additions to Canada's assets provide many jobs for Teamsters and workers in the building and construction trades and for workers in warehousing and related industries.

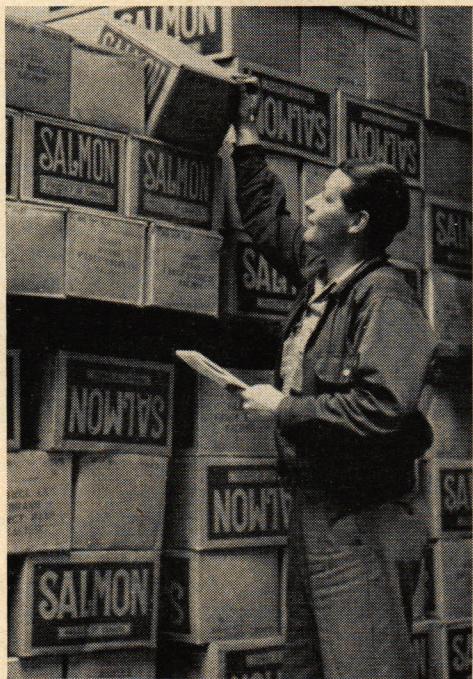
As one observer in looking over the vast expanse of British Columbia and the building boom said, "The Thunderbird who sits atop many a British Columbia totem pole never had it so good." He certainly hasn't. Mightiest project under way is the gigantic Alcan development where engineers and builders are harnessing great hydro potentialities and have built the world's greatest penstock, twin tunnels through mountains 10 miles long and with a waterfall drop of 2,600 feet, generating force of fantastic proportions. Power will be generated and sent over 50 miles of rugged mountain country through transmission lines to a city rising in the North Woods—Kitimat—which



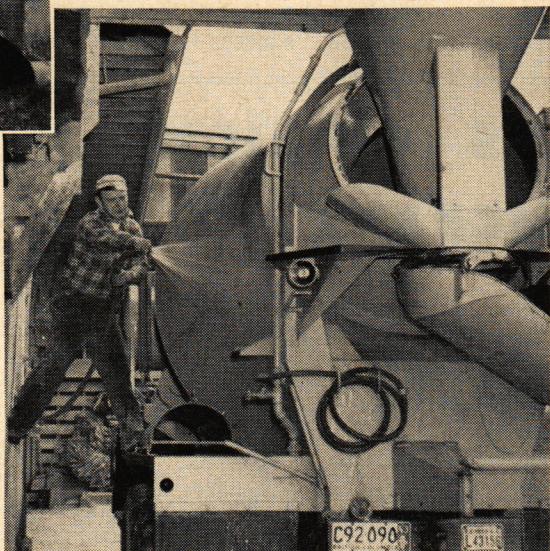
ABOVE — Ralph McGuinness (center), No. 174, Seattle, Wash., with grain load at Pacific Elevators, Ltd.

RIGHT—S. Scott, No. 213, at yard of Champion & White hoses truck at day's end.

BELOW—Sidney Read, No. 213, loads cement at Evans, Coleman & Evans.



SALMON is big business in Northwest. Jack Davis, No. 842, checks stock in warehouse of Mainland Transfer Company in Vancouver.



will house workers at a fabricating plant for aluminum to be processed by the Aluminum Company of Canada. Some forecasters say that with new industry coming to Kitimat, this city in the wilderness, will grow from 35,000 to 50,000 population. Alcan, as the company is called, will have an installed capacity of 450,000 horsepower and production of 90,000 tons of aluminum a year at Kitimat to start with.

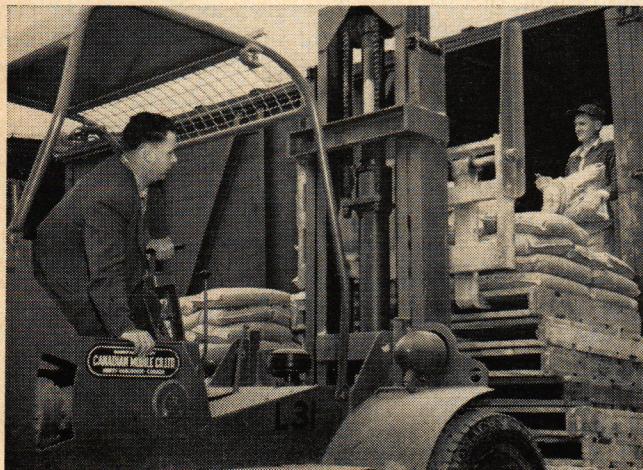
ON GIANT PROJECT

Teamsters of Local 213 are busy on the giant Alcan project—they were among the very first on the job and will be there until it is completed. While power will be generated next year, the project will by no means be finished. Plans are under way now at Kitimat for a liquid air plant as well as for a paper and pulp development and the creation of a series of service industries as well as fabricators who may wish to locate near the source of cheap electric power.

Surveys are under way on a \$500 million to \$2 billion development of Frobishers, Ltd., which, with its string of hydro projects, will dwarf even mighty Alcan. Stories are coming out of British Columbia telling about new plants and factories planned, on the boards or actually in work. The Provincial Deputy Minister of Trade and Industry said recently that ". . . one new industry starts every day in the province."

Highway improvements are receiving top consideration, for motor

BRUCE ASHTON, No. 31, of Merchant's Cartage, is hauling gravel hopper unit.





OFFICERS of Joint Council No. 36 (left to right): Birt Showler, secretary; Lou Gibson, trustee; William M. Brown, president; A. Blais, recording secretary; J. W. White and J. Thomson, trustees.

transport is of top importance to the \$165 million-a-year farming industry, the half-billion-dollars-per-year forestry products industry, the \$300 million-dollars-a-year mining industry and the growing merchandising and fishing industries.

and fishing industries. Gold mining may capture romantic attention, but in British Columbia the man with the pick, pack and pan takes a back seat to

the zinc, lead and copper miners. And tungsten and asbestos are very much in the mining spotlight. British Columbia has the largest tungsten producing mine in the Western Hemisphere.

Development of hydro-electric resources is basic to development in British Columbia and the Canadians seem to be making the most of these possibilities. New sources bring

new inducements to industry to develop or to relocate in the province—and as new industries come, so do new jobs for labor, jobs in which Teamsters have a major share through the participation of members in the province, members who realize the great potentialities ahead for themselves and the country and who are determined to register marked growth in the years just ahead.

MISCELLANEOUS DIVISION

RAPS 'TRICKERY'

MEN who attempt to run a business "with their offices in their hats" are a mounting problem for Teamsters all over the country, the Policy Committee of the National Miscellaneous Division warned the Brotherhood at a regular committee meeting in Washington, D. C., October 21.

MANAGEMENT 'TRICK'

Committee members referred to the growing owner-operator problem among driver-salesmen of the nation, a trick whereby food-distributor management seeks to convince its drivers that they can make more money by dropping union membership and becoming the owners or leasees of their trucks, thus an "employer" instead of an employee. This form of management trickery, if carried to extremes, could move the Teamsters backward to the days when many drivers hawked their

wares like peddlers in the streets, the committee warned.

The committee was in a determined mood as each member told of instance after instance—in Chicago, Kansas City, Cleveland, and elsewhere—where various food distributors sought to break wage scales by the owner-operator device.

Chairman William Griffin, of Local 353, Seattle, showed committee members a thick pile of statistical and factual evidence which had been compiled about one major food distributor with outlets in major cities all over the nation.

HOW 'SHAM' WORKS

Thomas Pitts of Local 848, Los Angeles, pointed out that this management device makes inroads in local unions where only two or three members of the union are drivers for the offending company. In such cases, the company can "get away

with" the sham for many weeks, even months, before the union discovers that certain members have fallen for the scheme.

EVERYBODY LOSES

The scheme takes many forms, committee members related. It is present in the frozen foods industry, in dairy products, and in many other trade divisions of the International. Sometimes management rents the truck for about \$90 a week, plus insurance costs, depreciation, etc. Sales products are sold to the drivers on "dock delivery." Drivers are offered as much as 25 cents per package sold in other cases. At other times, a 'contact man' is hired at \$25 less than scale and goes to store managers and "recommends" certain products, thus preventing driver-salesmen from taking their legitimate orders. In the long run, all dupes for the scheme work longer and get less pay, the committee pointed out.

The committee decided to confer with other trade divisions affected by the problem in an attempt to formulate solutions. A possible

(Continued on page 27)

TEAMSTER PRESIDENT IN NATIONAL SPOTLIGHT

EVIDENCE that public attention is being focused more clearly on Teamster activities and on the problems of organized labor came last month with the appearance of General President Dave Beck before two prominent audiences.

The first appearance came with the selection of President Beck as "Man of the Week" on the national CBS television program, entitled "Man of the Week," October 18. At that time, our General President was interviewed by a panel of prominent newspaper and radio journalists regarding Teamster plans. The interrogators consisted of such newsmen as Howard Norton of *The Baltimore Sun*; Joe Gambatese, McGraw-Hill Publishing Company; and Sam Stavisky of *The Washington Post*. Ron Cochran, veteran CBS commentator, was moderator.

A few days later, President Beck was guest speaker at the famous weekly luncheon of the National Press Club in Washington, D. C. The club, composed of top-flight Washington correspondents and government leaders, is addressed each week by a national or international leader—statesmen, foreign

diplomats, government or business officials. Considered a highly-critical audience, the Washington newsmen listened intently as President Beck described the aims and program of our International Brotherhood. News stories on his speech,

which delved into national economics, labor relations, and many important and controversial subjects, were carried by the wire services throughout the nation.

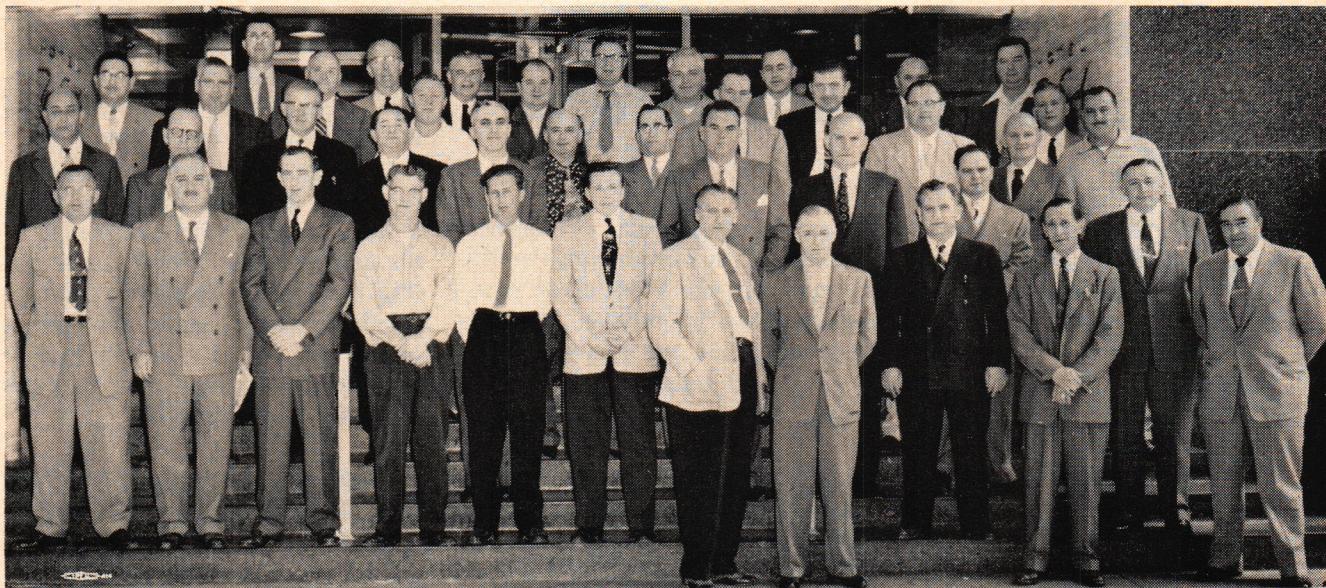
President Beck was outspoken in replies to the blunt questions asked by newsmen at the conclusion of his address. He lashed out at political abuses of labor-management relations and warned that unless oppressive labor legislation is amended, labor may have to enter politics to defend itself.



PRESIDENT BECK signs "register" handed him by Press Club President Ted Koop.



INTERVIEWING President Beck on CBS 'Man of the Week' program are, left to right: Howard Norton, Baltimore Sun; Joe Gambatese, McGraw-Hill publications; Sam Stavisky, Washington Post, and Ron Cochran, moderator.



TRI-STATE BREWERY CONFERENCE: Delegates representing 20 Brewery locals of I. B. of T. in New York, Connecticut and New Jersey held a first area conference on September 29 in Albany, N. Y. Included in this group are representatives of 16 Brewery locals which recently switched over from CIO. Conference was called by Seventh Vice President Thomas Hickey, who is shown here with the delegates.

TRI-STATE BREWERY DRIVE PLANNED

DELEGATES representing 20 Brewery and Soft Drink locals of the International Brotherhood of Teamsters, from the states of New York, New Jersey and Connecticut, met in Albany on September 29 in a conference called to map plans for a program of mutual assistance, exchange of information and program, and organization of the unorganized.

The delegates represented over 18,000 Brewery and Soft Drink Workers in the tri-state area who were meeting as a group for the first time since the recent affiliation of 16 of the former CIO Brewery locals with the International Brotherhood of Teamsters.

It also reunited for the first time since 1944, all of the Brewery workers in the New York City-Newark area, who produce about 20 per cent of the nation's beer.

Called on the initiative of General Organizer Thomas Hickey, the Albany conference proved to be a constructive and successful meeting and paved the way for a more permanent form of district organization, which will meet regularly in the interest of the brewery workers.

Attention was called to the fact that from Maine down to Philadelphia, Pa., there are less than 2,000 brewery workers still under the CIO international's banner, and steps were taken to speed the entrance of these workers into the Brewery Division of the I. B. of T.

Emphasis was also placed on the need for organizing the unorganized employees of distributors in the New England area. In all of the New England states today, it was reported, there remains only one functioning brewery; as the small breweries closed down, they have been replaced by scores of distributors of national brands, many of which are overdue for organization.

Speaking for the International Brotherhood of Teamsters, Tom Hickey pledged full aid to the new locals in any legal battles resulting from their affiliation to the union.

Such assistance, he reported, will be furnished in each area by the local Teamsters Joint Council. Assistance was also pledged to the locals in connection with contract negotiations and other problems with the employers.

The following Local Unions attended the conference: Locals 1, 8, 124, 323, 1059, 1096, 1345, 812 of New York City; Locals 102, 4, 843, 153 of Newark, N. J.; Local 300, Rochester, N. Y.; Local 263, Utica, N. Y.; Locals 292 and 1195 of Buffalo, N. Y.; Local 1030, Schenectady, N. Y.; Local 1013, Troy, N. Y.; Local 1015, Albany, N. Y.; Local 1040, Bridgeport, Conn., and Teamsters Joint Council 72 of Albany, N. Y.

Wins Cash Award

Ralph J. Duda, a driver for Western News Co., Chicago, and a member of Local 706, recently won a cash award in the Chicago *Sun-Times* "Reward for Safety" campaign. *Sun-Times* truck drivers and city, Park District and sheriff's police are acting as "judges" in the paper's drive to save lives through traffic courtesy. Each day the paper lists license plate numbers belonging to drivers who had been observed acting courteously.

Brother Duda was seen getting out of his car and helping a woman to her feet when she stumbled from a curb at 59th and Morgans Avenues. *Sun-Times* driver Edward Fitzgibbons saw the incident.

Miscellaneous Committee Meets

(Continued from page 24)

contract clause to overcome the problem was studied.

The committee turned to vending machine matters, discussing the great expansion of the industry. A series of designs for a vending machine union label was studied and one decided upon. It was decided to check its legal aspects and go into production of the label as soon as possible. Committee members were anxious to obtain the official label for vending machines as a method of protecting the legitimate operators from the many fly-by-night vendors attempting to invade the trade on an illegitimate or part-time basis.

General President Dave Beck expressed approval for the union label action.

WARN LABOR PRESS

Chairman Griffin described the various get-rich-quick advertisements appearing in the "Business Opportunities" sections of the Sunday newspapers and in some labor papers, urging individuals to invest in one or two vending machines to get quick profits. He urged that something be done to warn labor papers, first, against such non-union advertising, and to outlaw, if possible, such advertising. He told of current discussions with the Securities and Exchange Commission in Chicago regarding the latter.

Three bills in the Congressional hopper were studied. Introduced by Congressmen Multer and Javits of New York, they dealt with the Fair Labor Standards Act and outside salesmen.

Nine members were present for the meeting, including Chairman Griffin, Thomas Pitts, Frank Matula (Local 396, Los Angeles), William Hicks (Local 772, Chicago), Robert Hawn (Local 638, Minneapolis), M. W. Humhpreys (Local 249, Pittsburgh), John O'Brien, and Daniel Ryan (Local 435, Denver).

PITTSBURGH CONFERENCE LOOKS AT SAFETY

PITTSBURGH last month held the seventh of its highly successful annual Labor-Management Safety Conferences, sponsored jointly by Teamsters Joint Council 40 and operators of commercial vehicles in Western Pennsylvania.

The meeting this year, held in Memorial Hall, took on added interest with the appearance of General President Dave Beck who told the audience of 1,400 that he knew of no other city with a safety program to compare with the Pittsburgh program.

'HEART OF THE INDUSTRY'

"I am 100 per cent behind the safety program," President Beck said. "The driver is the heart of the engine in this industry. What good is it to negotiate living conditions today if the driver forgets safety tomorrow? We must make safety a practical and living thing."

Henry Rechtenwald, business agent of Local 485, Bakery Drivers, was singled out for his service to the annual safety program, which got its first impetus in 1946 when Mayor David Lawrence of Pittsburgh called city Teamsters and truck operators in on a meeting to discuss safety. Later the program was extended to include the 33 counties in Western Pennsylvania.

By plugging away hard at safety, the accident rate was cut 48 per cent in the four-year period 1946-50, and has improved steadily since, according to Rechtenwald. The intensive program has been an important factor in improving labor-management relations, as well as relations with the general public.

The night before the safety session in Pittsburgh, President Beck addressed a meeting of the joint council in the Fort Pitt hotel. He was accompanied by the new regional director of the Eastern Conference, Edward Crumback of Philadelphia.

The general president complimented the members of the joint council for the progress they have been making in Teamsters affairs in the Pittsburgh area. He stressed the importance of protecting jurisdictional lines and gave a report on the meeting marking the organization of the Eastern Conference of Teamsters which had been held in Washington a few days before. The general president in his address to the meeting of the joint council also stressed the importance of working in close cooperation through the entire Teamster structure from the local unions through joint councils and area conferences. He said the organization of the Eastern Conference of Teamsters marked a new milestone in progress of the union.

Complimenting the joint council highly, President Beck said that it is only through a frank appraisal of the job ahead that Teamster progress can be made. A gaily decorated cake baked by the Bakery & Confectionery Workers International was presented in honor of the appearance of the general president. The cake was presented to the Children's Hospital.

OVER 300 ATTEND

More than 300 Teamsters attended the joint council meeting to hear the address of Mr. Beck.

During an interview earlier in the day, President Beck declared that some types of highway accidents were bad public relations for the Teamsters.

At this interview, Beck gave Pittsburgh the promise of stability under the union contract through the International's ban on unnecessary strikes, but sounded a warning that management would likewise be expected to adhere to its agreement.

Harry Tevis, president of Joint Council 40, introduced President Beck to the safety meeting in Memorial Hall. Jack Kenny, of J. Kenny Transfer Co., Pittsburgh, was chairman.

TEAMSTER TOPICS

Missouri Teamster Named

Lester H. Schwitzgebel, secretary of Bakery Drivers' Local 335, Kansas City, Mo., has been named to the Executive Board of the Missouri State Federation of Labor, according to John I. Rollings, president of the state body. Teamster Schwitzgebel has been a union member since 1916.

Californian Honored

Named "driver of the month" in California competition was Voris B. Long, a member of General Truck Drivers, Warehousemen and Helpers Local 315, Contra Costa County, Calif. Long has been a commercial driver for 15 years and has no accidents for an estimated 300,000 miles of driving. He was awarded a lapel pin and an engraved watch by Robert Minardi, president of the Truck Owners Association of California, which sponsors the competition jointly with the Teamsters' International Union and the National Safety Council.

Violation Hit

West Coast Teamster groups, backed by General President Dave Beck, are endeavoring to bring into the International log truck drivers now enrolled in the Carpenters' Union in violation of AFL jurisdiction regulations. The log truck drivers operate trucks carrying 10 to 30 tons over distances ranging from 10 to 30 miles. Says President Beck: "There is no technical violation (of jurisdiction); it is a complete violation."

Teamsters Help Again!

Teamsters have been asked by Sheriff Harland Callahan, of Seattle, Wash., to help foil "death traps" for children, as represented by abandoned ice boxes and refrigerators and unused wells and pits. Noting a number of recent tragedies caused by abandoned refrigerators, the

sheriff said Teamsters have an unusual opportunity for observing and reporting these types of dangers, because they "go everywhere."

Busy Blood Bankers

Committeemen for the Teamsters' Local 274 Blood Bank in Phoenix, Ariz., recommended procedures for electing supervisors of the busy bank's activities and recommended that all Teamsters make an effort to renew their good standing in the bank so that they and their families would maintain eligibility for receiving blood in event of emergency.

Serves "Torch Drive"

A Teamster has been named co-chairman of the trucking industry division in Detroit's "Torch Drive," fund-raising campaign seeking to raise more than \$13 million for support of 150 health and community agencies. Frank Fitzsimmons, vice president of Local 299, will serve with J. Howard Minnick, president of Red Star Transit Co., in the trucking unit. They have been assigned a quota of \$15,871 as their portion of the total \$967,926 quota of the city business section.

Californian Honored

Named "driver of the month" in reporting these types of dangers, because they "go everywhere." of Red Star Transit Co., in the trucking unit. They have been assigned a quota of \$15,871 as their portion of the total \$967,926 quota of the city business section.

No Strike Record!

The San Francisco Milk Drivers' Local recently signed a new contract and, as usual, there was no strike! The Teamster local's record of service during the last 50 years has not been marred by strike action, and some believe it may be a record—a half century without a strike. Under the new contract, members get wage increases of \$1 a day, plus

\$9.85 a month in employer contributions to the Teamsters' health and welfare fund. The new gains, covering 1,200 members, are retroactive to April 1.

Victory in Chicago

An aggressive campaign has produced an overwhelming victory for Warehouse and Mail Order Employees Local 743 in Chicago. The Teamster local won an election by a vote of 374 to 57 at the Schwinn Retail Warehouse of Montgomery Ward and Co. The union organizing drive stressed bread-and-butter facts, explaining simply and effectively how the workers' conditions could be improved through Teamster representation.

10,000th Member

Local Union 1145, Minneapolis, introduced its 10,000th Honeywell plant member at the union's annual shop committee meeting. Business Agent Robert Wishart recalled that he had signed the first Honeywell employee into the union in June, 1939. Among guests at the dinner were Gov. C. Elmer Anderson and Mayor Eric Hoyer.

Oregon Beer Pact

Teamster locals in major Oregon communities have signed a new contract covering beer truck drivers. Wage increases won in the new agreement bring scales to \$2.30 in western Oregon and \$2.24 in the eastern section of the state. In addition, employers pay \$9.50 a month to the Teamster health and welfare plan.

Aid Ailing Brother

Local Union 580, Lansing, Mich., recently sponsored a dance to aid a fellow member, Clayton Andrus, who is suffering from cancer. Until forced by his illness to leave his job in February, Brother Andrus was a driver for a Lansing concrete products firm. He is the father of

Martin Lacey Receives Teamster Tribute



PICTURED at the testimonial are (seated), from left: Joseph Trerotola, Einar Mohn, Martin T. Lacey, General President Dave Beck, Dave Kaplan and Louis Lufrano. Standing: Leonard Geiger, Joseph Parisi, John Eck, Harry Bessler, John DeLury, Harry Shopback, Dennis Crotty and Thomas Reilly.

A TESTIMONIAL banquet to Martin T. Lacey, president of Teamsters Joint Council 16, and president of the Central Trades and Labor Council of Greater New York and Vicinity, was given at the Hotel Commodore.

Mayor Vincent R. Impellitteri, of New York, and President George Meany, of the American Federation of Labor, were guest speakers. Present to honor Mr. Lacey at a reception held prior to the banquet was President Dave Beck, of the International Brotherhood of Teamsters, who was unable to remain for the banquet, having to leave to attend the funeral of the wife of Vice President John J. O'Brien.

An excellent entertainment program followed the dinner, at which

Louis Lufrano, secretary-treasurer of Joint Council 16, served as toastmaster. The invocation was by the Right Rev. Monsignor John J. O'Donnell, of Guardian Angel Church.

Among those on the dais were: Honorable Vincent R. Impellitteri, Rt. Rev. Msgr. John J. O'Donnell, Thomas A. Murray, William Schnitzler, Honorable James A. Lundy, Frank Brewster, James Hoffa, Einar Mohn, Harry Bates, Arthur J. White, Louis Marciano, Hugh E. Sheridan, Honorable William E. Ringel, John J. DeLury, John J. Brennan, George A. Timone, Daniel J. Murphy, Leo P. Carlin, Joseph Keenan, John J. Conlin, Honorable Dominick F. Paduano, Harold Hanover, William Collins,

D. C. Doherty, Edward Slater, Moe Rosen, Walter Eisenberg, Dave Kaplan, Leonard R. Geiger, Joseph Parisi, Harry Schoback, George Meany, Louis Lufrano, Joseph Trerotola, Honorable Edward Corsi, John Casale, Leon Greenbaum, Joseph Delaney, William T. Dodd, Honorable Charles Solomon, Matthew Woll, John T. O'Brien, James C. Quinn, Charles Douds, Honorable Edward C. Maguire, Frank Sampson, Howard McSpedon, Thomas L. Hickey, Edward Crumbock, Harry Bessler, Thomas Reilly, John Eck, Dennis V. Crotty, Honorable Andrew W. Mulrain, Ernest de LaOssa, Samuel J. Cohen, Jacob Friedland, Theodore Kheel, Daniel Kornblum, Frank J. Prial.

10 children, only one of whom, Clayton, Jr., 19, is working.

The dance raised a substantial sum of money to help the family and to secure medical treatment for Brother Andrus.

Honor Boston Prelate

All segments of organized labor in Boston joined forces October 16 to honor Archbishop Richard J. Cushing at a mammoth reception held in Boston Garden. The Arch-

bishop, known as the "friend of the working man," is the son of the late Patrick Cushing, who worked as a blacksmith for the old Boston elevated railway.

Over the years the noted Boston prelate has championed the cause of labor. The reception honoring him was sponsored by representatives of the A. F. of L., C.I.O., United Mine Workers, and the Railroad Brotherhoods.

Teamsters serving on the commit-

tee included Charles A. Burns, John J. Del Monte, Edward F. Jenkins, Nicholas P. Morrissey and Thomas F. Tighe.

Drive in Minneapolis

Virtually the entire 80,000-member labor movement in Minneapolis is joining in a united drive to organize department stores of the city. A number of AFL unions are throwing their full strength into the organizing campaign.

AFL PRESSES FIGHT ON WATERFRONT

AN ORGANIZING battle in defense of clean and effective trade unionism is being waged on the busy, sprawling docks of the world's greatest seaport.

The battleground is the New York City waterfront, and the object is to give thousands of dock workers representation by an honorable AFL union.

The struggle began on the second day of the seventy-second convention of the AFL in St. Louis. During the afternoon session, the convention was given a recommendation from the Executive Council asking for revocation of the charter of the racketeer-led International Longshoremen's Association.

Unimpressed by a last-minute plea by the ILA president, delegates voted unanimously to oust the ILA. The AFL immediately issued a charter for a new union to be known as the AFL International Longshoremen's Association. Named to a Board of Trustees to supervise establishment of the new union were: AFL President George Meany, General President Dave Beck of the Teamsters' Union, Al Hayes of the Machinists, William C. Doherty of the Letter Carriers, and Paul Hall, secretary-treasurer of the Atlantic

District, Seafarers' International Union.

In the wake of the convention's official actions, hundreds of longshoremen deserted the discredited union and joined the new AFL union. As the organizing drive was pushed, the new union's membership increased into thousands.

To hasten a complete victory on the strife-torn waterfront, the AFL Executive Council went into special session in the nation's capital and appropriated \$200,000 for use in the organizing drive.

The docks battle was complicated by legal maneuvering. Unable to negotiate a new contract, the old ILA faltered badly in its bargaining endeavors and, as a strike was threatened, the government won an anti-strike injunction under the Taft-Hartley Act. Later, this injunction was broadened to include the new AFL union, a move which was being protested as this issue of *THE TEAMSTER* was going to press.

President Beck voiced determination of the AFL to win the waterfront struggle. He reflected the theme that the fight must be won to protect the integrity of all trade unions, as well as the welfare of the working longshoremen.

But, the Teamster president predicted a hard, tough battle. In an address before the nation's leading newsmen at the National Press Club, he put it this way:

"It is a dangerous job. Men may be killed trying to accomplish it. It is a real tough game. It is no job for counter-jumpers, ribbon clerks or hair stylists."

The figures of speech were broad, but the meaning was blunt and clear. This was a job for courageous AFL leadership.

The task was being pressed, and for those on the side of decency and fair play, the outcome was not clouded by a shadow of a doubt.

'City of Hope' To Honor Beck

A testimonial dinner to President Dave Beck will be given in Los Angeles November 12, at which he will receive the "Torch of Hope" award of the National Labor Council of the City of Hope, Southern California medical center that provides free treatment to victims of cancer, tuberculosis, leukemia and heart ailments.

The dinner to President Beck will also signalize the start of a campaign to raise \$750,000 that will constitute the International Teamsters Foundation for the City of Hope. Several other international unions already have endowed buildings at the City of Hope, which was founded in 1913 to serve the members of the labor movement in their time of need.

Decision to launch the campaign was taken at the recent Teamsters General Executive Board meeting in Seattle.

No patient at the City of Hope has ever paid one cent for care at this national medical center. Its operation is made possible through day-to-day contributions of friendly individuals and organizations. The City of Hope has no reserves or trust funds.

Maintenance and expansion of its life-saving services depends in great measure upon the generous support of union men and women everywhere.



AFL PRESIDENT George Meany confers with trustees appointed to direct the AFL drive to clean up the New York waterfront. From left: President Meany, President Albert Hays, Machinists; President William C. Doherty, Letter Carriers, and Dave Beck, Teamsters. Paul Hall, another committee member was not present.

WHAT'S NEW?

Portable Air Storage Tank

Five passenger car tires can be fully inflated from a new portable storage tank measuring 12 by 18 in., 48 in. of hose and an air chuck which can be removed to hook up other air appliances are included as parts of the unit. The tank, whose recommended maximum working pressure is 150 lb., also features a dial-type gages permitting readings by 5-lb. calibrations from 0 to 300 lb.

Aligns Bearings in Crankshaft Straightening

An Ohio firm has recently introduced a new crankshaft straightening press. The press is composed of a horizontal frame, under which is slung an hydraulic pump and cylinder which is fastened to the crankshaft by an open-throat clamp. In operation pressure is exerted on the main bearings until the dial indicator shows the shaft aligned at each of the successive main bearings. Either small or large shafts may be straightened with minimum handling since the unit's V blocks and pump are movable along the bed press.

New Extractor for Broken Threaded Parts

Threaded broken parts can now be removed with a new extracting tool marketed from California. Since it permits a high torque without expanding the part it will not wedge the broken part into place. Rather, the extractor is designed to form teeth inside the hole until the shoulder contacts the part. The tool is available in 20 different sizes.

Wide Capacity Range Of Precision Balancer

A precision balancer with sensitivity possible at all weights from one-half to 1,000 lb. also offers the important feature of quick set-up. The balancer with a diametral capacity of $\frac{1}{2}$ in. to 44 in. and a length range of $4\frac{1}{2}$ to 55 in. between bearing surfaces, features five dash pot positions which allow balancing at sensitivities up to 0.04 oz-in.

Cable Staking and Casing Swaging Tools

Speedometer cables and casings can be more easily assembled with a new cable staking tool and casing swaging tool from Detroit. The staking tool, which can also square cable ends and assemble collars and fillings, has cut-offs for both .130 and .150 in. diameter cables. Ferrules to .260, .316 and .437 in. diameter casings can be handled by the swaging tool.

Lubrication Charger Increases Pressure

Efficiency is increased and lubrication time cut down, says the manufacturer for his new air-operated, automatic lubrication pressure charger. Six thousand lb. of lubricant pressure at the control valve is supplied when 125 lb. of air pressure is used. The charger can be used with any high pressure lubrication system, with either a hose reel or the delivery hose connected directly to the outlet.

Jack Safe When Locked in Holder

Have stolen jack trouble? An Oklahoma firm claims to have the answer in a jack holder adjustable to fit any 5, 8, 10 or 12-ton and most 20-ton jacks and which can be installed both inside or outside the cab. The holder locks the jack in an upright position, preventing the loss of fluid and subsequent damage to floor mats and also eliminating the noise of a loose jack bouncing in the cab.

Publish Consumer's Carburetor Manual

What is believed to be the first carburetor manual designed for consumer use in the history of the automotive industry has recently been published and is being distributed free upon request by an Ohio firm.

"Know Your Carburetor," a fully-illustrated, 46-page pocket-size booklet, describes in non-technical language the basic functions of the carburetor, its various parts, and the typical troubles usually encountered in its use and how to correct them. Address a request to this department for the company's name and location.

Spark Plug Tool Adjusts to All Sizes

Spark plug electrodes can be more accurately set with a new special plier, claims its Minnesota manufacturer. The

tool is adjustable to any make of spark plug through the ten sizes contained on its gage wheel. This wheel is very easily set at the size desired and the electrode is prevented from springing back once the gap is established.

Light Warns of Low Brake Fluid

A warning light on the dash and a float unit switch installed in the master brake cylinder make up a new device to warn drivers of low brake fluid supply. In place of the cylinder filler cap, the float unit of the brake fluid level indicator is installed, connected to the electric supply and the warning light on the dash.

New Flag Type Solderless Terminals

New flag type solderless terminals which can be used with solid, stranded or irregularly shaped wires and available for eight wire sizes from No. 8 to No. 4/0 are now being produced by a Pennsylvania firm. Maximum conductivity and surface protection are assured by the electrotinning of the terminals which are fabricated of pure copper. The tongues are designed for a wide range of stud sizes.

Claim Angle Grinder Ends Need for Gears

The need for gears is said to be eliminated by the design of a new air-powered, direct drive angle grinder with a speed of 6000 rpm at 90 psi air pressure. The 2FA-60 angle grinder features a built in lubricator and adjustable exhaust deflector. It is available with two types of dead handles, one straight and one 30 degrees off of straight.

Camber Correction Set Claims Better Fit

The camber can now be changed without changing the caster with the new camber correction sets as redesigned by a Lansing, Mich., company. The new steel arms of the units are fabricated of heat-treated alloy steel and a more precise fit is claimed among the resultant improvements.

Torch Develops 2800 Degrees F.

A regulator and gage combined with the tank connection control the pressure for a new acetylene torch outfit from St. Paul. The unit, which develops a temperature of 2800 degrees F., comes equipped with four tips, an adaptor unit and a soldering copper.

LAUGH LOAD

Not Outdone

The newly-rich woman was trying to make an impression. "I clean my diamonds with ammonia," she said, "my rubies with Bordeaux wine, my emeralds with Napoleon brandy and my sapphires with fresh milk."

"I don't clean mine," said the quiet woman sitting next to her. "When they get dirty I just throw them away."



Hazard

Worker — "Would you increase my wages? I was married yesterday."

"Sorry," said the foreman, "but we are not responsible for accidents outside the factory."



How Did It Get There?

The lady rushed into the living room, panting for breath cried to her husband—"Oh, John, I dropped my diamond ring off my finger and I can't find it anywhere."

"It's all right, dear, I found it in my pocket."



Puffed Up

The six-year-old was making her first visit to the country. She saw the chickens, the gardens, the barn and ended at the pig pen where an enormous sow was reclining.

"Big, isn't she?" asked the farmer's wife.

"And I know why," replied the little girl. "When I saw her yesterday she had nine little pigs blowing her up."



Point of View

An American, on being introduced to an Irishman, was asked by the latter: "From what country do you come?"

"From the greatest in the world," replied the American with a smile.

"Poor fellow," sighed Patrick, "you have lost your Irish accent."



Good Start

As they walked home together, Tom told Fred he was going to give his wife a serious talk on economy.

When they met again next day, Fred asked:

"Well, did you give the missus that economy lecture?"

"I did," replied Tom.

"Any results?"

"Yes—er—I'm going to give up smoking."

Best Policy

Two women on a bus were having a lively conversation, when one suddenly exclaimed, "Heavens to Betsy! I forgot to pay my fare."

"Oh, nobody noticed," her friend whispered, "I'd forget it."

But the righteous woman pushed to the front and back again, her face alight and beaming. "You see," she said, "honesty pays. I gave the driver a quarter and he handed me a fifty-cent piece in change."



Hit 'Em Again, Harder

"My, but Johnny got bunged up at the football game. He got an arm broken and wrenched a shoulder, not to mention the bruises."

"But I didn't know he played football."

"He doesn't. He got into the wrong rooting section."



A Secret

"But darling," said the prospective bride, "if I marry you I'll lose my job."

"Can't we keep our marriage a secret?" asked her fiance.

"But suppose we have a baby?"

"Oh, we'll tell the baby, of course."



One Easy Lesson

"Do you wish to learn to play golf, madam?" asked a golf professional employed to give lessons in the sport department of a store.

"Oh, no," replied the woman. "It's my friend who wants to learn this time. I learned yesterday."



Time Flies

Customer: "Here's the final installment on the baby's furniture."

Storekeeper: "Splendid. And how's the little fellow getting on?"

Customer: "Wonderfully. He was top of his high school class last term."



That's Our Girl

Ethel—"Please, can you tell me the time?"

Willie—"I don't know exactly, but I know it isn't 4 o'clock yet!"

Ethel—"Are you sure?"

Willie—"Quite; 'cause I have to be home by 4 and I'm not home yet."



Stopper

She: "There's one thing I want to tell you before you go any further."

Her Date: "What's that?"

She: "Don't go any further."

EASTERN CONFERENCE

(Continued from page 15)

South Carolina; Paul VanDergrif, South Carolina; and S. C. Jones, North Carolina.

The Executive Committee of that division will be:

Rocco F. DePerno, Chairman; Chester G. Fitzpatrick, Secretary; Ed Rice, John Flaherty, Ray Cohen, George Wellington, and A. L. Gunter.

BUILDING AND CONSTRUCTION DIVISION—Chairman, John O'Rourke, Local Union 282, New York City; Secretary, Frank McMorrow, Local Union 379, Boston; Policy Committee, Charles J. Bell, Washington, D. C.; Patrick J. Reilly, New Jersey; Hartley Martin, Connecticut; Anthony A. Capone, Rochester, N. Y.; W. Dan Anderson, West Virginia; George Burns, Portland, Me.; Harry Parr, Manchester, N. H.; Arthur Schofield, Providence, R. I.; Paul A. Brandt, Baltimore, Md.; A. B. Buchaman, Richmond, Va.; Harry Jencho, Philadelphia, Pa.; Fred Deitman, Vermont; and Joseph C. Ridge, Pittsburgh, Pa.

WAREHOUSE AND PRODUCE DIVISION—Chairman, Dennis Crotty, Local Union 852, New York City; Secretary, John Creeley, Local Union 829, Boston; Policy Committee, Patrick Sullivan, Local 818, New York; Arthur Kilty, Local 829, Boston; Elmer A. Cole, Local 636, Pittsburgh; David Hastings, Local 340, Portland, Me.; Edward T. Dougherty, Local 867, New Jersey; Harold K. Ulrich, Local 182, Utica, N. Y.; Frank Keane, Local 169, Philadelphia, Pa.; Frank A. Rebban, Local 175, Charleston, W. Va.; Charles J. Guardo, Local 570, Baltimore; Nicholas Amatrudi, Local 617, New Jersey; Peter J. Rossano, Local 559, Hartford, Conn.; Dave Frechette, Local 810, New York; Russell Brown, Local 322, Richmond, Va.; and Anthony Morris, Local 251, Providence, R. I.

MISCELLANEOUS SALES DRIVERS DIVISION—Chairman, Thomas L. Fagan, Local Union 249, Pittsburgh; Secretary, John J. DeLury, Local Union 831, New York City; Policy Committee, Luther Ickes, Joint Council 40; Harry E. Martin, Joint Council 16; Solis Woociker, Joint Council 53; Bernard Adelstein, Joint Council 16; Harry Cohn, Joint Council 62; Joseph L. Hope, Joint Council 10; L. G. Trainham, Joint Council 55; Frank Dockery, Joint Council 73; Dominic Sasso, Joint Council 53; W. P. Anderson, Joint Council 84; and Harold K. Ulrich, Joint Council 70.

CANNERY AND FROZEN FOODS DIVISION—Chairman, Matthew Ruppoli, Local Union 443, New Haven, Conn.; Secretary, Joseph Polito, Local 558, Buffalo, N. Y.; Policy Committee, Luther P. McCoy, Washington, D. C.; Charles Degate, Baltimore; Fred Gravagna, Local 863, Newark, N. J.; Frank Weaver, Local 676, Camden, N. J.; Dale Carlson, Local 397, Erie; Maurice Schurr, Local 929, Philadelphia; W. F. Campbell, Local 322; and William Swiggett, Local 539.

FIFTY YEARS AGO in our Magazine

(From Teamsters' Magazine, November, 1903)

CLAMOR FOR SUPPLIES

Because of the big job of uniting two big Teamster organizations, the International Office found itself hard pressed in keeping abreast of work for the local unions, and local secretaries were clamoring for supplies. Everything for the General Office was new; all locals were receiving entirely new sets of supplies. The fact that there was then a total of ap-



proximately 800 local unions caused a great amount of paper work for the General Secretary and his assistants. New charters had to be made out for all locals; all old seals had to be destroyed and new ones furnished.

NEW MAGAZINE

The first edition of the new "amalgamated" Magazine of the International Brotherhood of Teamsters was published 50 years ago, this month — November, 1903. Since the preceding August, when the Teamster's National Union of America and the Independent Team Drivers had combined forces at the behest of the American Federation of Labor, the new Brotherhood had been establishing its office at Indianapolis, Ind., and the new International officers were visiting locals all over the nation to acquaint them with the background and purposes of the new organization.

Volume I, Number 1 of the Brotherhood magazine came out with a green cover and the slogan "United to protect, not combined to injure."

In a lead article, the magazine lashed out at a management-supported publication, which it called a "breeder of mischief." The management publication was called "The Team Owners' Review," was formerly known as "The Teamster," and was published in Pittsburgh, Pa. The publication called itself the official organ of several team owners' associations.

However, the Brotherhood editor pointed out, "It is owned by one or more individuals for revenue only, and consists chiefly of advertising matter and hot air."

"Its editor labors under the delusion

that the best way to make good with the team owners is to attack the driver. Not only does he go after the union man, but he seems to take a specific delight in throwing mud on the team drivers as a whole."

As evidence of the reactionary attitude of the "Team Drivers' Review," the Brotherhood magazine editor quoted an excerpt from a "Review" story about the efforts of New Albany, Ind., team drivers to unionize the craft in their city:

"In New Albany, Ind., the team drivers' union, in order to force all team owners to hire none but union drivers, have adopted the scheme of sending notices to the merchants, requesting them to ask all drivers to show their union working cards when they haul goods for them or when they deliver them. Of course, it is not very likely that this scheme will have the desired effect, because the mere fact of a driver having a union card does not make him a good driver, far from it. "The Team Owners' Review" believes the average merchant does not care whether a driver is union or non-union, provided he does his work well, is respectful and courteous. A union badge is no recommendation as to ability. Now, if a driver were able to present a sworn statement about his honesty, sobriety and trustworthiness, one might be fairly sure that the driver is all right, but how many are there who could produce such a certificate."

The editor of the Brotherhood magazine had an effective reply to such ill-considered charges. Said he: "Such an allegation is insulting to the team owner, for a great majority of team owners were at one time themselves drivers in the employ of someone else."

"The Pittsburgh editor is on the wrong track. He should visit some of the large cities where the drivers are organized, and he would learn that the team owner does not believe in blackening the character of the driver, neither does he object to the union. The team owner does not believe in inconsistency such as we find displayed in the alleged team owners' paper."

HELPING HAND

The Teamsters took occasion in the November, 1903, issue of their magazine to thank D. D. Mulcahy, General President of the Amalgamated Wood Workers' International Union, for "his hard persistent work in managing the affairs of the Brotherhood previous to October

1." It was announced that Brother Mulcahy left no stone unturned, to use the old expression, in getting affairs in ship shape and ready for the general offices to do business.

"Success to Mulcahy in everything he undertakes," said the magazine. "May he live till he dies and for a long time after."

HORSE REMEDIES

The Brotherhood magazine offered advice to team drivers on the care of their horses. The magazine stated:

"When a horse begins to run down in flesh, eats daintily or not at all, there are two things that thought should be given to before resorting to medical treatment; one is the teeth, the other diet.



"The 'off feed' horse is often in that condition because he can't eat and not because he has no desire to eat. He needs a dentist and not medicine. If the teeth are all right, and the horse will not eat, it is often because he and his feed no longer harmonize. He may have been given one kind of feed so long and uninterruptedly that he has lost all desire for it; it has become obnoxious. In fact, he cannot eat it. In such cases, a change of diet is what the horse needs, and not medicine."

IN CINCINNATI

Cincinnati Teamsters held an enthusiastic mass meeting at Workerman's Hall to boom the unionizing of all team drivers in the city. Five trades were already organized, but the laundry, grocery, and other delivery wagon drivers were needed in the Brotherhood.

Several hundred Teamsters were present to hear an address by George Innis of Detroit, an officer of the International Brotherhood; James Dwyer of Indianapolis, editor of the Brotherhood magazine; Robert Evans, of Bloomington, Ill., traveling auditor; George Richardson of Dayton, business agent; T. J. Donnelly and Hulbert Marshall, both of Cincinnati.



COAL or OIL

Make Sure it's
UNION DELIVERED



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